

PROVINCIAL PARLIAMENT BUILDINGS, VICTORIA, B. C.

FIFTEENTH
ANNUAL REPORT
OF THE
British Columbia Board of Trade,

TOGETHER WITH
VARIOUS APPENDICES, LIST OF MEMBERS, OFFICE
BEARERS, BYE-LAWS, ETC.

OFFICE: BOARD OF TRADE BUILDING, VICTORIA, B. C.

JULY, 1894.

INCORPORATED OCTOBER 28th, 1878.

VICTORIA, B. C.:
The Colonist Printing and Publishing Co., Ltd.
1894.

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OFFICERS.

1894-5.

A. C. FLUMERFELT,	-	-	-	-	-	-	PRESIDENT
C. E. RENOUF,	-	-	-	-	-	-	VICE-PRESIDENT
F. ELWORTHY,	-	-	-	-	-	-	SECRETARY

COUNCIL:

D. R. KER,	W. H. ELLIS,	H. BOSTOCK,	H. E. CONNON,
G. LEISER,	T. S. FUTCHER,	A. B. GRAY, J.P.	H. CROFT, J.P.

BOARD OF ARBITRATION:

D. R. KER,	W. H. ELLIS,	H. BOSTOCK,	H. E. CONNON,
G. LEISER,	T. S. FUTCHER,	A. B. GRAY, J.P.	H. CROFT, J.P.
H. F. HEISTERMAN,	WM. TEMPLEMAN,	R. ERSKINE,	F. C. DAVIDGE.

EX-OFFICIO MEMBERS OF COUNCIL:

R. P. RITHET, J.P., M.P.P.	ROBT. WARD, J.P.	M. T. JOHNSTON,
J. H. TODD, J.P.	THOMAS B. HALL,	THOMAS EARLE, M.P.
	THOMAS R. SMITH.	

STANDING COMMITTEES.

FISHERIES:

ROBT. WARD, J.P.	M. T. JOHNSTON,	J. H. TODD, J.P.
H. CROFT, J.P.,	A. H. SCAIFE.	

MANUFACTURES:

THOS. B. HALL,	G. LEISER,	D. R. KER,
F. J. CLAXTON,	WM. TEMPLEMAN.	

HARBORS AND NAVIGATION:

R. P. RITHET, J.P., M.P.P.	JOHN IRVING, M.P.P.	R. H. HALL,
J. G. COX,	H. E. CONNON.	

PUBLIC WORKS AND RAILWAYS:

A. B. GRAY, J.P.	W. H. ELLIS,	A. L. BELYEA,
JOS. HUNTER, M.P.P.	E. B. MARVIN, J.P.	

FINANCE:

W. C. WARD, J.P.	A. J. C. GALLETTY,	H. F. HEISTERMAN.
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MINING AND PROPERTY:

JOSHUA DAVIES,	C. T. DUPONT,	J. H. BROWNLEE.
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AGRICULTURE AND FORESTRY:

H. BOSTOCK,	C. E. RENOUF,	P. A. PAULSON.
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Officers of the Chamber of Commerce of Victoria, Vancouver Island.

FROM 1863 TO DATE OF INCORPORATION, OCT. 28TH, 1878.

YEAR.	PRESIDENT.	VICE-PRESIDENT.	SECRETARY.
1863	R. Bernaby.....	Jules David.....	A. F. Main.
1864	C. W. Wallace.....	Jules David.....	A. F. Main.
1865	Jules David.....	James Lowe	A. F. Main.
1866	James Lowe	Henry Rhodes	A. F. Main.
1867	Henry Rhodes.....	Gustav Sutro	Robert Plummer.
1868	Henry Rhodes.....	Gustav Sutro	Robert Plummer.
1869	Henry Rhodes.....	Gustav Sutro	Robert Plummer.
1870	Henry Rhodes.....	Gustav Sutro	Robert Plummer.
1871	Henry Rhodes.....	Gustav Sutro	Robert Plummer.
1872	Henry Rhodes.....	E. Grancini.....	Robert Plummer.
1873	Henry Rhodes.....	T. L. Stahlschmidt....	Robert Plummer.
1874	Henry Rhodes.....	T. L. Stahlschmidt....	Robert Plummer.
1875	Henry Rhodes.....	T. L. Stahlschmidt....	Robert Plummer.
1876	Henry Rhodes.....	T. L. Stahlschmidt....	Robert Plummer.
1877	Henry Rhodes.....	T. L. Stahlschmidt....	Robert Plummer.
1878	Henry Rhodes.....	T. L. Stahlschmidt....	Robert Plummer.

Officers and Membership of the British Columbia Board of Trade.

FROM DATE OF INCORPORATION, OCT. 28TH, 1878, TO JULY 13TH, 1894.

YEAR.	PRESIDENT.	VICE-PRESIDENT.	SECRETARY.	Member- ship.
Oct. 28th, 1878, to July 3, '80.	R. P. Rithet, J. P.	William Charles.	E. Crow Baker	83
1880-1	R. P. Rithet, J. P.	William Charles.	E. Crow Baker	69
1881-2	R. P. Rithet, J. P.	William Charles.	E. Crow Baker	67
1882-3	R. P. Rithet, J. P.	Roderick Finlayson..	E. Crow Baker	83
1883-4	R. P. Rithet, J. P.	Roderick Finlayson..	E. Crow Baker	83
1884-5	R. P. Rithet, J. P.	Matthew T. Johnston	E. Crow Baker	90
1885-6	Jacob Hunter Todd, J. P.	Edgar Crow Baker	Wm. Monteith..	99
1886-7	Jacob Hunter Todd, J. P.	Thomas Earle.	Wm. Monteith..	97
1887-8	Robert Ward, J. P.	T. R. Smith.	Wm. Monteith..	93
1888-9	Robert Ward, J. P.	Thomas Earle.	Wm. Monteith..	67
1889-0	Robert Ward, J. P.	Thomas B. Hall.	Wm. Monteith..	99
1890-1	Robert Ward, J. P.	Thomas B. Hall.	F. Elworthy....	132
1891-2	Thomas B. Hall.	A. C. Flumerfelt....	F. Elworthy....	154
1892-3	Thomas B. Hall.	A. C. Flumerfelt....	F. Elworthy....	170
1893-4	A. C. Flumerfelt	C. E. Renouf.....	F. Elworthy....	173

MEMBERSHIP ROLL,

JULY 13TH, 1894.

A

NAME.	FIRM.	BUSINESS.
Anderson, W. J.....	McKillican & Anderson...	Builders.

B

Barnard, F. S., M. P....	Victoria Transfer Company	President.
Bullen, F. W., J. P....	Esquimalt Marine Railway.	Manager.
Burns, Gavin H.....	B'k British North America.	Manager.
Byrnes, George.....		Auctioneer and Com. Mer.
Baker, Hon. Col. James, M. P. P		Capitalist.
Boggs, B.....		Insurance and Gen. Agent.
Braden, John, M.P.P.....		Plumber and Gas Fitter.
Bone, W. H.....	T. N. Hibben & Co	Booksellers and Stationers.
Beeton, H. C.....	(London, England).....	Merchant.
Bodwell, Ernest V.....	Bodwell & Irving.....	Barristers-at-Law.
Belyea, A. L.....	Belyea & Gregory	Barristers-at-Law.
Brodrick, Richard.....		Contractor.
Brownlee, J. H.....		Insurance Agent.
Bainbridge, W. H.....	W. H. Bainbridge & Co...	Financial Agents.
Bennett, John.....		General Agent.
Behnsen, H. F. W.....	Kurtz & Co.....	Manager.
Bostock, H....		Capitalist.

C

Croasdaile, H. E., J.P.	H. E. Croasdaile & Co....	Financial and Ins. Agents.
Cowan, M. H.....		Retired.
Croft, Henry.....	Dunsmuir Cold Storage & Ice Works..	Manager.
Crane, J. E.....		Insurance and Gen. Agents.
Claxton, Fred. J	Dalby & Claxton.....	Land Agents.
Carmichael, H.....	Brit. Col. Paper Mfg Co.	Secretary.
Cox, Capt. J. G.....	E. B. Marvin & Co.....	Ship Chandlers.
Coigdarippe, J.....		Retired.
Crease, Lindley.....		Barrister-at-Law.
Connon, H. E.....	Northern Pacific S. S. Co.	Agent.
Cuthbert, Herbert		Auctioneer.
Cassidy, Robert		Barrister-at-Law.
Courtney, Geo. L.....	Canadian Pacific Railway..	Agent.

D

NAME.	FIRM.	BUSINESS.
Davie, Hon. Theo., Q.C., M.P.P.		Premier of B. C.
Dunsmuir, James	Union Collieries.	President.
Dunsmuir, Alexander	Esquimalt & Nanaimo R'y.	President.
Davies, Joshua		Auctioneer and Com. Mer.
Dupont, Major C. T.	Vic. Elec. R'y & Light'g Co.	Pres. R'y Dept.
Dunlevy, P. C.		Merchant.
Davidge, F. B.	Davidge & Co	Shipping Agents.

E

Ellis, W. H.	Colonist P. & P. Co.	Manager.
Earle, Thos., M.P.		Merchant.
Eberts, D. M., M.P.P.	Eberts & Taylor.	Barristers-at-Law.
Erb, Louis E.	Victoria Brewing & Ice Co., Ltd.,	Director.
Ewen, Alexander	Ewen & Co. (New Westminster),	Canners.
Erskine, R.	Erskine, Wall & Co.	Grocers.
Elworthy, F.	Brit. Col. Board of Trade.	Secretary.

F

Flumerfelt, A. C.	Ames Holden & Co. (Ld.)	Managing Director.
Foster, F. W.	(Ashcroft, B. C.)	Merchant.
Flint, A. St. G.		Insurance and Gen. Agent.
Fairall, H. S.		Brewer.
Futcher, Thos. S.		Japanese Wares.
Forrester, J. L.	Canada Paint Co.	Manager.

G

Grant, Capt. Wm.		Ship Owner.
Gray, Alex. Blair, J. P.		Merchant.
Goodacre, Lawrence	Queen's Market (Meat)	Proprietor.
Galletly, A. J. C.	Bank of Montreal (Victoria)	Manager.
Gregory, F. B.	Belyea & Gregory	Barristers-at-Law.
Gordon, J. B.	Bradstreets	Manager.
Gowen, C. N.	Victoria Brewing & Ice Co., Ltd.,	Director.
Giffin, J. B.	Dun & Co.	Agent.

H

Heisterman, H. F.	Heisterman & Co.	Financial and Ins. Agents.
Higgins, Hon. D. W., M.P.P.,	Vic. Elec. R'y & Lit'g Co., Ltd.	Pres. Lit'g Dept.
Harris, D. R.	Loewenberg & Harris	Financial Brokers.
Hayward, Chas.		Contractor and Builder.
Hall, Thos. B.	Victoria Flour & Rice Mills.	Proprietor.
Holland, Joshua		Insurance Agent.
Hutcheson, James	Hutcheson & Co.	Dry Goods.
Hunter, Joseph, M.P.P.	Esquimalt & Nanaimo R'y.	General Superintendent.

MEMBERSHIP ROLL.

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NAMR.	FIRM.	BUSINESS.
Haywood, Wm. C.....		Land Agent.
Helmcken, Hon. J. S., J.P.....		Physician.
Hall, R. H.....	Hudson's Bay Co.....	In charge.
Helmcken, H. Dallas, M.P.P., Drake, Jackson & H.		Barristers-at-Law.
Hall, Richard.....	Hall & Goepel.....	General Agents.
Henderson, T. M.....	Langley & Co.....	Druggists.

I

Irving, Capt. John, M.P.P.	Can. Pacific Navigation Co.	Manager.
Irving, P. A.....	Bodwell & Irving.....	Barristers-at-Law.
Irving, Robert.....		Land Agent.
Irving, Robt., Sen.....		Capitalist.

J

Johnson, E. M.....		Financial Agent.
Johnston, Matthew T....	Findlay, Durham & Brodie.	Merchants.
Jackson, Robt. E.....	Drake, Jackson & Helmcken	Barristers-at-Law.
Jones, A. W., Capt....	A. W. Jones & Bridgman..	Insurance Agents.
Jamieson, Robert.....		Books and Stationery.
Jensen, William.....	Hotel Dallas.....	Proprietor.

K

Ker, D. R.....	Brackman & Ker Milling Co., Ltd.,	Man. Director.
Keefer, G. A.....	Keefer & Smith.....	Civil Engineers.

L

Langley, A. J., J. P....	Langley & Co.....	Druggists.
Loewen, Joseph.....	Victoria Brewing & Ice Co., Ltd.,	Director.
Leiser, Simon.....		Wholesale Grocer.
Lubbe, T.....		Furs and Skins.
Leiser, Gustav.....	Lenz & Leiser.....	Wholesale Dry Goods.
Luxton, A. P.....	Davie, Pooley & Luxton..	Barristers-at-Law.

M

Marvin, Edward B., J.P. E. B.	Marvin & Co.....	Ship Chandlers.
Mason, Henry S.....	Brit. Col. Land and Investment Co., Ltd.,	Director.
Miller, Monroe.....		Printer and Bookbinder.
Mara, J. A., M.P.....	(Kamloops).....	Merchant.
Munn, D. J.....	(Fraser River).....	Cannery Proprietor.
Macauley, W. J.....		Capitalist.
McQuade, E. A.....	P. McQuade & Sons.....	Ship Chandlers.
McAlister, John.....	(San Jose, Cal.).....	Retired.
McLellan, A. J.....		Cannery Proprietor.
Munsie, W.....		Sealing Schooners, Owner.

NAME.	FIRM.	BUSINESS.
Milne, G. L.		Physician and Surgeon.
McLennan, Robt. P.	McLennan & McFeely.	Cornice Manufacturers.
Mitchell, James.		Manufacturers' Agent.
McCandless, A. G.	Gilmore & McCandless.	Clothiers.
Mason, C. Dubois		Barrister-at-Law.
McMicking, R. B., J.P.		Electrician.
Muir, A. Maxwell		Architect.
Morley, C.		Mineral Water Manfr.
Morris, Walter	Federation Brand Salmon Can. Co.,	President.

N

Nicholles, Major John.. Nicholles & Renouf. Hardware and Ag'l Impts.

P

Pooley, Hon. C.E., Q.C., M.P.P. Barrister-at-law.
 Prior, Lt.-Col. E. G., M.P., E. G. Prior & Co., Ltd. Hardware and Implements.
 Pendray, Wm. J. Pendray & Co. Soap Manufacturers.
 Pearson, Ed., J.P. Clark & Pearson. Hardware.
 Pither, Luke. Pither & Leiser. Wine Merchants.
 Penny, John L. Ship Owner.
 Pearson, T. B. T. B. Pearson & Co. Wholesale Clothing.

R

Robins, S. M. Vancouver Coal Co., (Nanaimo), Superintendent.
 Redon, L. Redon & Hartnagel Hotel Proprietors.
 Rithet, R. P., J.P., M.P.P., R. P. Rithet & Co., Ltd. Merchants & Shipping Agts.
 Redfern, Chas. E. Manufacturing Jeweller.
 Renouf, C. E. Nicholles & Renouf. Hardware and Ag'l Impt's.
 Redmond, W. H. Ames Holden Co., Ltd. Wholesale Boots and Shoes.
 Ritter, Robert. Ship Owner.
 Robertson, J. R. Financial Agent.
 Robertson, Arthur. Martin & Robertson. Commission Agents.

S

Spring, Chas. Trader.
 Saunders, Henry. Grocer.
 Sayward, Wm. P. Capitalist.
 Shotbolt, Thos., J.P. Druggist.
 Sears, Joseph. Contractor.
 Smith, Thos. R. Robt. Ward & Co., Ltd. Merchants and Shippers.
 Sehl, Jacob. Sehl, Hastie & Erskine Furniture Co., Ltd.
 Spencer, C. David Spencer. Dry Goods.
 Snowden, N. P., J.P. Loewenberg, Harris & Co. Financial Agents.
 Swinerton, R. H. Land Agent.
 Sargison, A. G. Colonist P. & P. Co. Secretary.

MEMBERSHIP ROLL.

9

NAME.	FIRM.	BUSINESS.
Scott, H. J.....	Hamilton Powder Works..	Manager.
Sieward, H. F.....		Ship Owner.

T

Turner, Hon. J. H., M.P.P.,	Turner, Beeton & Co.	Merchants.
Tye, Thomas H.....	Matthews, Richards & Tye.	Hardware, Iron and Steel.
Todd, Jacob H., J.P....	J. H. Todd & Son.....	Wholesale Grocers.
Templeman, Wm	Times Printing Co.....	Managing Editor.
Teague, John, Sen.....		Architect.
Tugwell, Thomas		Hotel.
Taylor, W. J.....	Eberts & Taylor.....	Barristers-at-Law.

V

VanVolkenburgh, B....		Butcher.
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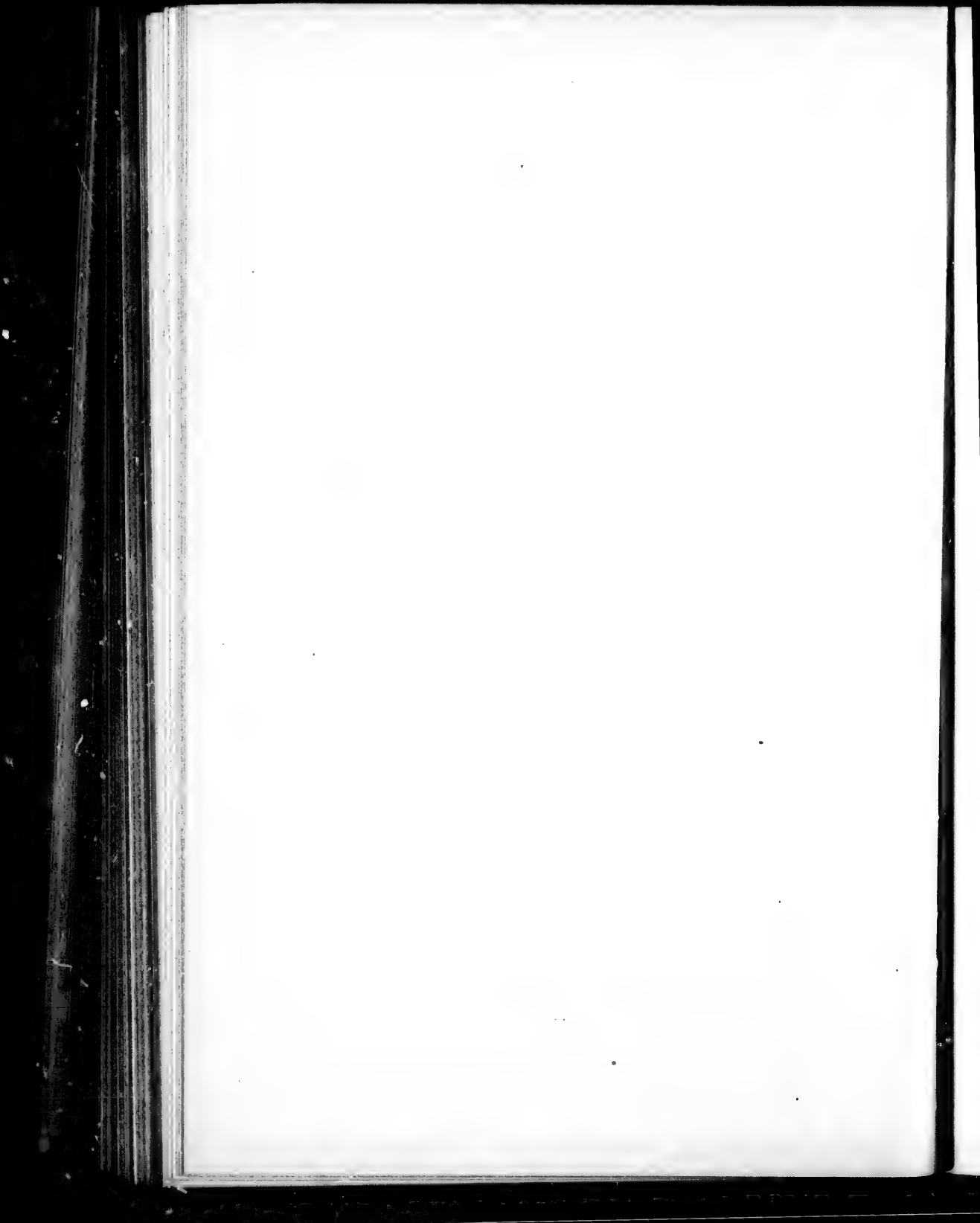
W

Williams, Robert T.....		Blank Book Manufacturer.
Ward, Wm. C., J.P....	Bank of British Columbia..	Supt. of B. C. Branches.
Ward, Robt., J.P.....	Robert Ward & Co., Ltd...	Merchants and Shippers.
Wilson, Chas.....	(Vancouver).....	Barrister-at-Law.
Wilson, Wm.....	W. & J. Wilson.....	Clothiers.
Weiler, John.....	Retired	Late Furniture Manufac'r.
Warren, Jas. D., Capt..		General Agent.
Williams, B.....		Land Agent.
Wilson, W. Ridgway....		Architect.
Worlock, Fred'k H....	Wells, Fargo & Co.....	Agent.
Wootton, E. E	McPhillips, Wootton & Barnard,	Barristers-at-Law.
Walker, Walter.....		Coal Merchant.
Webber, Lionel H.....		Financial Agent.

NEW MEMBERS ELECTED JULY 13TH, 1894.

Bridgman, A. J. W....	A. W. Jones & Bridgman..	Insurance and Fin. Agents.
Chapman, Hedley.....		Retired.
Coltart, John.....	Coltart & Jenns.....	Financial Agents.
Gillies, D. W.....	B. C. Cattle Co.....	Manager.
Langley, W. H.....		Barrister-at-Law.
Macauley, Norman.....		Manufacturers' Agent.
McLachlan, D.....		Feed Merchant.
Paulson, P. A.....	Sayward Mill Co.....	President.
Piercy, J.....	J. Piercy & Co.....	Wholesale Dry Goods.
Pemberton, F. B.....	Pemberton & Son.....	Financial Agents.
Scaife, A. H.....		Journalist.
Weiler, Otto	Weiler Bros.....	Furniture Manufacturers.

MEMO.—All members of the Board, unless otherwise herein shown, reside at Victoria, B. C.



FIFTEENTH ANNUAL REPORT

OF THE

British Columbia Board of Trade,

(JULY 8th, 1893, TO JULY 6th, 1894.)

To the Members of the British Columbia Board of Trade :

GENTLEMEN,—Your Committee consisting of the President, Vice-President and Secretary, appointed by the Council, beg to append hereto the Fifteenth Annual Report of the Board, which is submitted for the consideration of members.

Membership.

The following new members were elected during the period under review, viz :

NAME.	FIRM.	BUSINESS.
Allen Cameron..	.....Canadian Pacific Railway..	Agent.
Arthur Robertson.	.....Martin & Robertson	Commission Merchants.
Herbert Cuthbert.	.....	Auctioneer.
Robert Cassidy.	.....	Barrister-at-Law.
W. J. Taylor.....	Eberts & Taylor.....	Barrister-at-Law.
J. B. Giffin	Dun & Co.....	Agent.
Geo. L. Courtney	Canadian Pacific Railway..	Agent.
H. Bostock .....	.....	Capitalist.

And the present number of Active Members is 161.

The Board is indebted to Mr. H. C. Beeton for many courtesies, and he having left the Province, at a meeting of the Council held on February 6th last, it was unanimously resolved to tender him Honorary Membership of the Board, which Mr. Beeton has accepted.

Meetings.

Since the previous Annual Report, four Quarterly General Meetings, and four Special General Meetings of the Board were held. There were twenty meetings of the Council, and the several Standing Committees have dealt with much business. The average attendance at all meetings has been well sustained, and this shows an increasing interest in the business of the Board.

Vacancy.

Mr. Frederick H. Worlock having tendered his resignation as a member of the Council, upon acceptance, Mr. Joshua Davies was appointed to fill the vacancy.

Obituary.

By the regretted death of J. D. Pemberton on November 11th, 1893, the Board lost one of its members. Mr. Pemberton came here as Colonial Surveyor in 1861, and served in that capacity till 1864. He was also a member of the Executive Council of the first Government of Vancouver Island, which at that time was a Crown Colony, with the late Sir James Douglas as Governor.

**Graving Dock
and
Marine Railway.**

The dock accommodation at Esquimalt, hitherto confined to the excellent graving dock, has during the past year been augmented by a marine railway, constructed by private enterprise. The marine railway was completed in May last ; it is capable of hauling out vessels 320 feet long and of 2,500 tons dead weight ; and at two hours' notice a ship drawing 22 feet of water can be hauled out in 15 minutes. During the two months ending June 30th last, the marine railway was occupied by eight ships, aggregating 8,370 tons.

The Esquimalt Graving Dock is capable of admitting vessels 480 feet long, drawing from 27 to 29 feet.

By arrangement with the Dominion Government, the Imperial authorities have first claim upon this dock for purposes of Her Majesty's ships.

During twelve months ending 30th ultimo, the Graving Dock was occupied 66 days by seven vessels, total tonnage 10,773 tons.

Particulars of the Graving Dock charges will be found in the Appendices.

Harbors.

Dredging in the Inner and Outer Harbors at Victoria has been continued, the work done being equal to that of average previous years. An additional freight shed, 600 feet by 60 feet, has been erected on a new wharf at the outer harbor, and the area reclaimed by said wharf is being filled in to the level of the adjacent land. In the approaches to and alongside the new wharf, there is now a uniform depth of 30 feet of water at low tide, which during Neaps and Springs is increased from four feet to ten feet additional.

In Nanaimo harbor, the depth of water is sufficient for the largest vessel afloat, and at the wharves there is every facility for coaling vessels with despatch.

A light and fog-alarm has been recommended to be placed off Prospect Bluff, entrance of Burrard Inlet Narrows (Vancouver harbor.)

Improvements in deepening the channel of Fraser River are being made by the Dominion Government, and ships having a draught of water of 20 feet can now be towed to New Westminster.

Navigation.

There has been no change made in the very unsatisfactory Pilot arrangements whereby the Provincial waters are divided into three Pilotage Districts; and your Committee would therefore reiterate the previously expressed opinion of this Board that the interests of British Columbia Shipping would be best served by the consolidation of the several Pilotage Boards into one central authority.

The Port charges and regulations in force in the different Pilotage Districts will be found in the Appendices.

A stone beacon with electric light is to be erected on Brothie Ledge as soon as the wreck of the S. S. "San Pedro" is removed. It is also intended to immediately establish a light at Fiddle Reef, off Oak Bay. At Zero Rock and at Kelp Reef,

Haro Channel, stone beacons have recently been placed. A fog-whistle is in operation at Active Pass, and at Entrance Island, Gulf of Georgia, a fog-alarm has been recently established. Other aids to navigation have received necessary repairs.

There are several points on the south-west coast of Vancouver Island and on what is known as the Northern route, which require lights, beacons, or buoys. Particulars of the most important of these and the requirements thereat were embodied in a report—a copy of which is appended hereto—and submitted to the Department of Marine by the Victoria representatives in the House of Commons. It is understood that the recommendations of the Board have been favorably reported upon by the local Agent of the Marine Department, and it is hoped that the necessary works will be shortly undertaken by the Dominion authorities.

Owing to the increasing commerce at our ports seaward, the Board has recommended that during the months, say from November 1st to April 30th, Life Saving Stations be maintained on the south-west coast of Vancouver Island. The Board has suggested to the Department of Marine, that by promising a fixed and known reward, to be given promptly after the investigation of the service rendered, the Indians of the West Coast might be arranged with for carrying out this service, and if the suggestion is approved, it is recommended that they be supplied with the usual life saving appliances, rocket apparatus, etc. However, should this plan be found impracticable, it is hoped that shelters, containing provisions and means of communicating with the nearest station may be maintained along the coast between Cape Beale and Carmanah Point, at short distances apart, and between these points a better system of fog signals should be established.

During eight months of the year, the Dominion Government steamer "Quadra" could render valuable assistance to shipwrecked crews; but from December 1st to end of March, when most wrecks occur, this vessel has been out of commission and rendered almost useless for such services, owing to

the delay entailed in getting a crew, etc., before she could proceed to sea. It is understood that the Dominion Government has under consideration the refitting of the steamer "Sir James Douglas" for use in such emergencies.

Ocean Trade
and
Mail Service.

The regular monthly steamship service with Australia has been continued; trade, however, is seriously handicapped by our Customs tariff and by the tariffs of the Australian Colonies. On September 16th last, Hon. MacKenzie Bowell, Dominion Minister of Trade and Commerce, who was then en route to Australia, met the Board, and the Australian trade question was discussed. Attention was directed to the high tariffs on lumber which practically shut out British Columbia lumber from some of these Colonial markets; it was also pointed out that a large business could be done in canned salmon if the duty were reduced on that article; and there are other lines in which a reduction of duties would materially assist in the development of the Australian trade. It was recognized that any reduction of duties by the Australasian Colonies should be met by corresponding reduction of duties by Canada. It is hoped that the Colonial Conference now in session at Ottawa may arrive at an understanding which will result in the large development of the Canada-Australia trade. The mails from Sydney, N. S. W., are delivered at Victoria, B. C., in 21 days.

The ships of the Canadian Pacific Railway Company give during the summer months a service every three weeks with China and Japan, and monthly during the winter. These ships find full freights, and the number of passengers carried is yearly increasing. The voyage from Hong Kong to Victoria, B. C., *via* Shanghai and Yokohama, occupies 20 days, being 11 days from last named port.

The Northern Pacific Railway Company has maintained a steamship service with the Orient at similar intervals to that of the Canadian Pacific line. The sailing dates of these two lines are different; and it frequently happens that a considerable saving of time would be effected if mails were despatched from Victoria by the Northern Pacific Railway Company's ships.

The Postmaster-General has been asked to have mails despatched by these ships whenever a saving of time can be effected.

Victoria is the last port of call outward, and the first port of call inward, for all the ships of the companies mentioned.

Telegraphs.

The only line connecting Vancouver Island with the outside world has recently been improved and its capabilities increased by attaching quadruplex instruments. The line has been worked with every desire to give a satisfactory service, but how far this falls short of attainment may be judged by the frequent apologies appearing in our daily newspapers for the partial or entire absence of telegraphic news in consequence of the line being down. Within the past month, for nine consecutive days, the only means of telegraphic communication with the East was by sending messages over foreign lines. The Canadian Pacific Telegraph Company deserve credit for their great efforts to overcome the recent extraordinary difficulties. The fact, however, remains, that a single line cannot satisfy the requirements of Vancouver Island. For some years past the Board has continued to urge the establishment of an alternative line to connect with the American systems, and the recent experiences but accentuate the correctness of past representations.

It is probable that the Province will, in the near future, have cable connection with Australia. A cable to China and Japan was mentioned in the Board's previous report as being contemplated by the Canadian Pacific Railway; and now the Australian Colonies desire connection with us, and it is expected that the Colonial Conference at present in session at Ottawa will take steps towards its consummation.

Agriculture.

Since the publication of the Board's last Annual Report, this industry has not progressed as favorably as might have been hoped for, various causes tending towards this result. The unfavorable weather during harvest and the low prices prevailing during the winter having reduced the returns of the producers. The amount of food products continued to be imported into the Province shows that

mixed farming is not yet extensively adopted. The distance from centres of consumption, cost of transportation from many districts, may be partially accepted as the reason therefor. There is, however, in close proximity to the cities sufficient land to produce much of that which we now import. A large number of small holdings so situated have been brought into such use during the past year through the subdivision of larger holdings. There is no doubt that the products from these small holdings will be felt in the market during the coming year, and will cause very material decrease in the imports of food products.

The overflow of some of the Fraser River lands although causing losses to many and destroying a large acreage of growing crops, was not so great as would be inferred from the exaggerated reports circulated abroad about this disaster. The Government acted promptly and tendered relief where necessary, and voluntary aid has been liberally proffered, although it is expected that but comparatively few will need assistance. This overflow has demonstrated the necessity of a complete and thorough system of dyking. The Board, in conjunction with other Boards of Trade throughout the Province, acted promptly, realizing the importance of such work, and, as a large area of the land that will be benefitted is Dominion and Provincial Government land, suggested that the Dominion and Provincial Government lend their credit and aid towards this work. It is to be hoped that a dyking scheme may be speedily carried out, and on lines that will ensure complete safety in the future, and which, experience of river reclamation on the Mississippi and other rivers of the United States shows to be thoroughly practicable. The dyking on the Mississippi when undertaken by private enterprise was found to be inefficient, and it was only when the levees were undertaken under Government control that immunity from floods was secured.

Mining.

The output of coal during the year 1893 was 978,294 tons, against 826,335 tons during the previous year. The exports were 768,917 tons, the balance being consumed locally. Our coal retains its hold on the San Francisco market, and 490,679 tons were taken by that city during the last year. The mines gave employment to 2,844

hands, the miners earning from \$2.75 to \$5.00 per day. The excellent relations existing between the owners and miners and the practically unlimited supply of coal of high grade quality are most hopeful conditions for the future prosperity of this industry, and when business improves in our foreign markets a much larger output from our mines may be expected.

During the year 1893 there were 1,247 persons engaged in gold mining in the Province, earning wages ranging from \$1.50 to \$4.50 per day. The total gold output was valued at \$353,355.00; the Cariboo District contributing \$202,000.00 of this sum. The mines are worked principally by sluices, but there are also hydraulic workings, and in some of the mines shafts and tunnels have been sunk. Owing to the prospect of Cariboo being opened by a railway at no distant date, the gold fields there are receiving more attention; large expenditures have recently been made on modern mining machinery, and an increase of the Cariboo gold output may be expected. Several applications for leases have been granted for dredging for gold in the Fraser and Thompson Rivers, which enterprises will be prosecuted with special machinery; this being the first mining of the kind attempted in the Province, the result is looked for with interest. At Big Bend, the gold producing ores are receiving the attention of capitalists, but the excessive cost of getting hydraulic machinery and stores retards operations. From a mine in West Kootenay, \$6,000.00 value of gold was taken out from 200 tons of ore; and in another mine, \$4,000.00 worth of gold was extracted in one week by means of a hand mortar only. Many placer mines have been located on the Salmon and Pend d'Oreille Rivers, and 21 mining leases have been granted. It is expected that hydraulic machinery will soon be in operation on the last named river. On Vancouver Island, prospecting for gold continues, principally in the Alberni District, where in some of the claims substantial development work will be carried out during this summer.

The West Kootenay District has given further evidence of its richness, principally in silver bearing ores. During 1893, 1,337 mining claims were recorded and 1,167 transfers were made. Between December 12th, 1893, and May 31st, 1894,

5,374 tons of ore were exported (principally from Slocan mines), to Swansea and to the United States, the declared average value for Customs purposes being \$120.00 per ton. All the Slocan mines have been discovered since 1891, and with few exceptions every mine located there has improved as it has been developed, the veins becoming stronger as they went deeper. In 1893, the mines gave employment to 225 men.

Transportation of ore has been effected with great difficulty and at great cost, but these disadvantages will be greatly reduced in the future through the construction of railways in the mining districts. On Toad Mountain and in other divisions of West Kootenay, some mines have been worked with satisfactory results. It is expected that the Smelting and Refining Plant, mentioned in the Board's Report for 1892, will be completed and in operation before the close of the year. The plant will comprise Sampling Works, Assay Office and Laboratory, Roasters, Concentrators, Smelters and Refinery for the treatment of both lead and copper ores. The location of this plant is convenient for the principal mines of West Kootenay, and it is hoped that the treatment of ore will be at such rates as will satisfy mine owners and result in the stoppage of exports of ore. The smelter enterprise is calculated to create a new and prosperous era in this region, and it is hoped that those who have put their capital in these expensive works will reap satisfactory returns therefrom.

In the East Kootenay District, 355 free mining certificates were issued and 347 mineral claims were recorded during the year 1893. Several of the discoveries in this district carry copper and silver, and it is probable that these copper ores will be mined to advantage in the near future.

The assays of thirteen specimens from different mines in the West Kootenay District gave an average of 267 ounces of silver per ton and lead 58%; 17 samples from Slocan averaged 178 ounces silver per ton and 91% of lead. From Toad Mountain specimens were assayed which gave 444 ounces of silver per ton and 23½% of copper. Notwithstanding the before shown development, yet owing to the general financial depression, supple-

mented by depreciation in the value of silver, many mines known to be rich in that metal remain unworked.

Besides the minerals mentioned, there is an abundance of iron deposits situated in different portions of the Province ; also, cement rocks suitable for making Roman and ordinary cement, white and grey marble, and several varieties of building stone. Mica in large quantities, perfectly clear and very pure quality, is obtained within a few feet of the surface. These minerals await the capitalist to put them into marketable form.

Fisheries.

SALMON—During the season of 1893, the output at the different canneries in the Province reached the unprecedented figures of 590,229 cases, packed at the following points, viz :—

Fraser River	457,797	Cases.
Skeena River.....	59,683	"
Rivers Inlet.....	38,659	"
Naas River.....	15,190	"
Lowe Inlet.....	8,724	"
Gardiner's Inlet.....	6,476	"
Alert Bay.....	3,700	"
	<u>590,229</u>	Cases.

Shipments were distributed as follows, viz :—

Great Britain—Liverpool.....	306,981	
London.....	148,332	
	<u>455,313</u>	Cases.
Eastern Canada.....	114,792	"
Australia	8,830	"
Local Sales and Stocks on hand.....	11,294	"
	<u>590,229</u>	Cases.

It will be observed that the demand from Eastern Canadian points continues to increase year by year, and as regular steam communication with Australia is now established, it may be reasonably expected that the demand from that market will considerably increase also, absorbing a good share of the supplies which formerly were drawn from the United States. With these prospects of increased outlets for the product of the canneries, the supplies for Great Britain must be proportionately

modified. Shipments of Alaska salmon to Great Britain continue to be the chief competitors with the British Columbia article, heavy shipments from Alaska having greatly tended to depress the English markets for salmon.

Prices have ruled at extremely low rates for nearly a year past, and they offer but scant encouragement to the packers for the operations of 1894.

With respect to the Fishery Regulations issued by the Dominion Government, the practical abolishment of limiting the number of licenses has worked out a satisfactory result as predicted by the Board.

The Provincial Government has still before it the question regarding the right of control of our Inland Fisheries, and it is understood that it is to be submitted to the Supreme Court of Canada, with other matters of Provincial interest.

Attention has been given to Sturgeon Fishing on Fraser River and a considerable sum invested in this new industry. As very little is known of the habits of the sturgeon in the waters of the Fraser, it is to be hoped that the Marine and Fisheries Department will cause a thorough enquiry and observation to be made herein, with a view of enacting Government regulations which would give encouragement to the development of this new industry, while also securing necessary protection to the fish.

Under these suggested conditions, sturgeon fishing should form an important adjunct to the food wealth derivable from the Fraser River.

The Deep Sea
Fisheries.

The great latent wealth of the Deep Sea Fisheries of our coast remains undeveloped. Until improved reciprocal tariff arrangements between Canada and the United States are established, the American market, which is the only convenient outlet for these riches of our waters, must be practically closed.

Fur Seal
Fisheries.

The political difficulties with which this important industry was surrounded when making last year's report, have been settled by the

"Behring Sea Arbitration," but with results far from satisfactory to those immediately concerned in sealing operations.

While the Arbitration Award declared all the legal rights involved, in favor of the British contention, yet the character of the agreed-upon Regulations (which have since received the sanction of both Parliament and Congress), is such as practically to render these rights all but valueless to the sealers, and leaves little room for congratulations.

Among the objectionable regulations is the division of the season into two parts, the first, known as the "Spring Catch" being absolutely unprofitable, and only prosecuted in order to secure efficient crews for the August season. The regulation prohibiting firearms, throws all white hunters out of employment in Behring Sea, and creates a monopoly in favor of the Indian hunters, who alone are skilled in the use of the spear. The minor but vexatious provisions as to licenses, flags, records of catch, sealing up of outfit during close season, ascertaining efficiency of crews by Government (the pecuniary interests of owners should sufficiently guarantee efficiency), are some of the difficulties and hindrances placed in the way of this legitimate industry.

It is to be regretted that the Arbitrators failed to make awards on the long vexed question of confiscation and compensation for deprivation of legal rights in Behring Sea during the years of 1891, 1892 and 1893.

While appreciating the settlement by arbitration of the dispute which existed between Great Britain and the United States over the Seal Fisheries; yet from a Provincial standpoint, it must be recognized that the one-sided regulations accompanying the Award have practically ruined our Behring Sea Fur Seal industry, in which so much British Columbia capital was invested. While rejoicing that peace exists instead of international complications, yet the feeling of gladness is marred by the contemplation of our ruined interests in this connection.

The single hopeful feature of the fur seal industry lies in the circumstance that the coast of Japan is now, in some measure,

furnishing a fishing ground for our sealing fleet, which by international arbitration has been practically banished from North American waters.

The total British Columbia vessels' catch for 1893 amount to 70,332 skins, most of which were taken by vessels which cruised in Japanese waters, the remainder having been secured by the schooners which fished off the British Columbia and Alaska coasts, south of Behring Sea, and off the Commander Islands on the Russian coast.

The prices obtained averaged less than those for the preceding year.

The sealers and others are much indebted to Mr. A. R. Milne, Collector of Customs, for many courtesies extended to them, and for the deep interest he has always taken in the industry and its operations generally.

Lumber.

The depression existing in all branches of trade has extended to the lumber industry. However, it is encouraging to note that our exports of this article exceeded the previous year by ten million feet.

The revival of trade in Australia points to an immediate increased demand in that country for British Columbia lumber. South America, China, Japan, Cape Colony and Europe, all furnish markets for our timber wealth, and received shipments thereof during the past year.

The question of grading lumber is a point that should be taken into consideration by the different Boards of Trade of the Province. In Eastern Canada and on Puget Sound, lumber is all cut and graded to standard specifications, and a manufacturer knows what particular grades will fetch in the market, whereas, here there is no such arrangement, and the manufacturers consequently suffer.

Manufactures.

British Columbia is often spoken of as not being a manufacturing Province, whereas from the last census returns, she is shown to be the largest manufac-

turing Province in the Dominion in proportion to her population. From the same source, we find that the value of machinery and tools in use in industrial establishments is \$3,256,906.00, and that the number of employees has increased 300% during the ten years preceding the census.

Among the industrial establishments operating in the Province, we have :—Salmon canneries, sugar refinery, smelters, shipbuilding, furniture factories, manufactories of aerated waters, steam bakeries and biscuit manufactories, brickyards, roller flour and rice mills, paper mill, rolled oats and oatmeal mill, paint works, chemical works, fruit preserving cannery, Portland cement works, bone manure factory, pickle and vinegar works, soap factories, pottery and terra cotta works, coffee and spice mills, breweries, lumber saw mills, sash and door factories, planing mills, carriage factories, cigar factories, boiler and engine works, shipyards, iron foundries, boot and shoe manufactories. In addition to these, there are numerous smaller industrial establishments.

All these industries have felt more or less the depression which has followed in the wake of the universal financial stringency, but with the development of direct trade with the Australian Colonies, Fiji and the Hawaiian Islands, it is anticipated that new and profitable outlets will be found for our manufactures.

Openings with encouraging prospects exist for the manufacture of the following lines :—

Wool Blankets,
Flannels
and Tweeds.

The wool obtainable here is most suitable for the production of wool blankets, flannels and tweeds ; and as in addition, the excellent wools of Australia and New Zealand can now be laid down here at a low cost and in any quantity, there would appear to be a large and successful field open to a woollen mill enterprise.

The market for the product need not be confined to this Province, but could reasonably be expected to extend to other portions of the Dominion.

Tubs and Pails. With the increase in fruit canning, pickles, vinegar and candy manufactures, there is a large demand for tubs and pails, which now have to be imported.

Clothing. Men's suits and overcoats of all kinds are yearly imported in large quantities, and might be made here, employing numerous hands at good wages. Pants, overalls, shirts, and sewed underwear are now manufactured here and supply a considerable portion of the demand.

Cold Storage. It is gratifying to record that an extensive cold storage plant is being erected at Victoria by capitalists who are prepared further to extend it, so as to meet any possible requirements of the trade which it is calculated to develop.

The advantages accruing therefrom are far reaching. Amongst these is the impetus which will be given to the development of our deep sea fisheries, as the product thereof will shortly be capable of being preserved and forwarded fresh to the markets of Eastern Canada, United States, Sandwich Islands, Australia and elsewhere. The Australian fresh meat and fruit trade will also be capable of being extended to the full extent of the requirements of consumption.

The facilities furnished by cold storage will also increase our trade with the Eastern Provinces in perishable articles such as poultry, game, butter, eggs, cheese, etc.

Cold storage will be a boon to fur dealers, and especially to the fur seal trade, as both dry and salted furs can thereby safely be held over for a profitable market.

The cold storage enterprise will render the beef supply uniform and continuous, to the mutual advantage of the stock raiser and the consumer, as it will enable the cattle to be brought to the market in prime condition in the autumn and obviate the necessity of their being carried over extreme cold winters, with consequent loss therefrom.

Surveys. During the summer of 1893 there were ten Provincial Government Survey parties engaged in different portions of the Province. Upwards of 65,000 acres

were laid off into sections of 160 acres each. In the Nechaco District, there is a very large tract of desirable land, and the survey thereof has led to many enquiries from intending settlers. In the Osoyoos District several townships were laid off and descriptive reports made thereon. The survey of the northern portion of Vancouver Island is almost completed, and much reliable information thereon is now on file in the Lands and Works Department.

Altogether upwards of 240,000 acres were laid off for settlement, sufficient for 1,500 farms of 160 acres each.

Owing to the increasing importance of the mining industries, photo-topographical surveys were made in the East Kootenay District. These surveys will supply the necessary information as to best locations for railways and roads contemplated for the moving of ore from the mines to smelters.

The flats and benches suitable for agriculture, when located, will readily find occupiers to supply a profitable local market.

Thirty-five thousand five hundred maps, of which 25,000 included all the Province, and 10,500 portions thereof, were published by the Provincial Government for general distribution. A large map of the Province is about to be issued by the Provincial Government ; it will furnish much general information of a topographical nature ; and will in addition show, with more detail than has ever hitherto been attempted, all points of interest in the Province, and the location of several industries.

Eight hundred and thirty-two pre-emptions were recorded, 264 certificates of purchase, and 393 Crown grants were issued. The total area deeded was 224,634 acres. One hundred and ten thousand six hundred and forty-six acres were for timber cutting, and 20,800 acres were covered by free prospecting licenses.

During the recent session of the Legislature, \$20,000 was voted for continuing surveys. The principal work now being carried out is in the Kootenay District, where the photo-topographic survey is being advanced.

Forestry.

Our forestry interests are now receiving the attention which their importance merits. A Select Committee of the Legislature during the session of 1893-1894, reported to the House, as follows :—

1. That endeavors should be made on the grounds of the Provincial Home at Kamloops, and at any other Government institutions in the Upper Country having suitable land attached thereto, to plant trees and shrubs of various kinds, both native and imported, so as to ascertain what kinds can be most successfully acclimated in that portion of the Province, and be most profitably cultivated for economic purposes.

2. That care should be taken, by reservation or otherwise, to protect the forests covering the sources of the mountain streams, and also to prevent the wasteful cutting or destruction by fire of the timber in the neighborhood of mines.

3. That the Dominion Government should be approached with a view to the location of an experimental farm in the dry belt, with (among other objects) a special view to the investigation of what kinds of forest and fruit trees can be most profitably introduced.

4. That every possible effort should be made by the officials of the Province in outlying districts to prevent the destruction of valuable timber areas by fire, and to punish persons carelessly or intentionally starting forest fires.

The immense heavily timbered area of this Province would suggest an inexhaustible supply of lumber, but the present scarcity of that commodity in the former great pine regions of the East forcibly shows that the present time is most opportune for framing such laws as will preserve to this Province its valuable timber wealth, which, if not conserved by legislation, will ultimately become depleted.

Public Works.

During the past year the Provincial Government has engaged in the erection of several important public buildings. A commodious Court House has been built in Vancouver City at a cost of \$60,000. Plans have been prepared for a handsome stone Court House in Nanaimo.

The Parliament Buildings in Victoria are under contract to be completed by the 30th November, 1895, and will be occupied early in 1896. The foundations were finished in 1893, and the contract for the superstructure was awarded late in that year, the figure being \$567,986.00. The buildings will form one of the most attractive structures on the Pacific Coast.

Extensive and substantial dyking works are contemplated along the Fraser River to permanently secure immunity from disastrous floods; and with the view of securing their early commencement the Provincial Executive has already communicated with the Dominion authorities, suggesting joint action in this important undertaking.

The Dominion Government has purchased an eligible site, and plans are in preparation, for the construction of a central building for all Dominion Offices—Customs, Post Office, Inland Revenue, Marine and Fisheries, etc. The sum of \$84,000 was voted at the present session of the Commons, to be devoted to this purpose. It is understood that the buildings when completed will cost \$250,000.

During the past year, the Dominion Government erected an extensive Quarantine Station at Williams Head, and provided it with all necessary appliances to effectively carry out the quarantine regulations. The Government is to be commended for its action in this respect, for a most rigid observance of the quarantine laws is necessary to prevent the introduction of contagious diseases from the Orient.

Provision for improving the navigation of interior rivers has been made by various votes this year.

What may well be regarded as public works are the Ocean Docks, Victoria, provided by laudable private enterprise. These are now complete in every detail.

In Victoria, two brick Ward Schools have been erected at a cost of \$40,000 each; these buildings were required, in addition to the numerous previously existing educational structures, to meet the growing demands of the excellent system of public

education which obtains throughout the Province, and for which the last annual legislative grant was \$188,745.00.

Railways.

The liberal construction of railways in British Columbia, a country of immense distances, is a positive necessity to its development. The building of the Canadian Pacific Railway, along the southern portion of the Province furnished a trunk line, to which various branches could be connected, giving through connection East and West to the country North and South of the main line.

So far, the Spallumcheen, Okanagan, Osoyoos country, and the Slocan mineral district, have been the only sections which have been brought into close touch with the outside markets by this means. The southern portion of West Kootenay, now the most promising mineral region in the Province, was furnished a direct railway connection by the completion in the latter part of 1893 of the Nelson & Fort Sheppard Railway, joining the Spokane & Northern Railroad at the boundary line. This furnishes a through route to the East and West by the Great Northern, Northern Pacific, and Union Pacific systems at Spokane. The near completion of the Revelstoke & Arrow Lake Railway, from the Canadian Pacific Railway to the heart of the Slocan, and in the near future to Nelson, will give West Kootenay District a through railway connection by the Canadian line. The service that will thus be provided the mineral region of southern West Kootenay will be of incalculable benefit in its development.

Location surveys for the British Columbia Southern, through Crow's Nest Pass, have been completed and a small amount of construction work done. The building of this line is essential to the working of the coalfields of Crow's Nest, which are said to be a more extensive deposit of the finest bituminous and coking coals than any yet discovered on the continent.

The C. P. R. have also made location surveys and some progress in construction on the extension of their line *via* Fort MacLeod and the Crow's Nest to Nelson. This line, when complete, will furnish an alternative route from Medicine Hat, or Calgary to Revelstoke. Its proposed extension also from Nelson to Hope would further complete this route, and enable the

C. P. R. to give Southern British Columbia, by these two trunk lines and the various branches running north and south, a perfect railway service.

The projected Fraser River & Chilliwack Railway will give a needed service to the famous farming district on the south side of the Fraser River

The Victoria & Sidney Railway, just opened for traffic, is a line extending eighteen miles through the farming districts of Victoria and Saanich to Sidney, a point on the Gulf of Georgia. It is proposed to connect with the Mainland railway system by means of a ferry.

The Esquimalt and Nanaimo R. R. Co. is now making a location survey from Wellington to Comox, preparatory to extending the line to the mines of the Union Colliery Co. This extension would open up a rich agricultural and timber district, as well as aid in developing the coalfields.

In all the foregoing proposed or constructed railways, the Provincial Government has recognized the necessity of granting liberal aid towards their construction. This has been done either by way of a land subsidy, or by guaranteeing interest on the bonds.

The British Pacific Railway (formerly called the Canadian Western R. R.), designed to traverse the heart of the Northern and middle portions of British Columbia, including Northern Vancouver Island, is the most important of the projected lines. It would open up the great grazing and agricultural district of Chilcotin and the famous mining district of Cariboo, and by a connecting line from Winnipeg to the Boundary, would also furnish a second through connection from the Pacific to the East. It is understood that negotiations have been in progress with European capitalists to furnish the necessary funds to build the line, and a successful result is anticipated shortly. It is in the best interests of the Province that this line should be built. The C. P. R. renders a service to the most southerly portion of the Province, and it is absolutely necessary that a line, penetrating the middle section to the great bend of the Fraser, should

be constructed, so that its rich natural resources can be quickly reached and economically developed. It is to be hoped that a sound business proposition, such as will meet with general approval, will in the near future be submitted to the public.

Labor Concilia-
tion and
Arbitration.

The legislation bearing upon the amicable settlement of labor disputes, referred to in the Board's last Report as having been introduced into our Provincial Statutes, has during the interval under review, been successful in arranging labor difficulties and a strike of considerable magnitude.

The utility of the Provincial Labor Conciliation and Arbitration Act has thus been most pleasingly demonstrated, as, but for its services, the strike which it settled would have been disastrous and prolonged.

The respective relations of capital and labor is the most important question of the present day, and everything which tends to harmonize the two interests deserves universal endorsement.

Immigration.

During the past year there has been but little change in immigration matters; over-supply in all avenues of employment, professional, mercantile, mechanical and laboring, continues. Such being the case, intending immigrants who have sought information from the Provincial Immigration Office have been informed of the conditions prevalent in British Columbia cities, and have been advised not to come meantime to the Pacific Coast unless possessed of means to enable them to tide over the temporary depression. Agriculturalists, capitalists and others not dependent upon obtaining immediate employment have been given encouragement to give this Province a fair trial.

Complaints by new arrivals lately have been very bitter against interested steamship agents and others in the Old Country, for leading them astray with regard to prospects of employment in this Province. Many have been induced to come here in the belief that work of all kinds was easily obtainable; and that people brought up to no particular line of business could always find something to do at good wages. Nearly all

such have been grievously disappointed ; and in some cases absolute want has been added to the discouragement which has resulted from the misleading representations.

Enquiries about Provincial lands, and settlement thereon, have never been more numerous than at the present time. Many farmers and farm laborers are arriving, and still more are looking in this direction for Government lands, from Great Britain, the Continent of Europe, British India, Australia, New Zealand, many of the States, particularly Washington, the Eastern Provinces, Manitoba and the Northwest Territories.

The extensive Nechaco District on the Mainland, and the Northern end of Vancouver Island are regarded as being specially desirable localities ; while the Bulkley River lands, and those at the head of Bute Inlet, in the Valdez group of islands, and elsewhere, are also receiving attention from settlers.

Recent advertising of small plots between New Westminster, Vancouver, and at Elk Lake near Victoria, by the Land Department under the amended Land Act of last session, has elicited more enquiries about these lands than there are lots available. Reference to these small holdings is made in another part of this Report.

The Board is indebted to John Jessop, Esq., Immigration Agent, for the particulars, from which the foregoing is compiled.

Insolvency.

In January last the Board considered the draft of a Dominion Insolvency Bill. Its provisions were generally approved, and the Victoria City representatives in the House of Commons were asked to assist the passing of this Bill, and to give their special attention towards keeping down expenses in the realization of estates of insolvent debtors, and towards keeping the control thereof in the hands of the creditors. The Bill has been under consideration of, and passed by, a Special Committee of the Senate, but is not likely to become law this year.

Much injustice and hardship obtains through the absence of a suitable Insolvency Act; and the Board would urge continuous agitation till the desired insolvency legislation is secured.

**Trade and
Outlook.**

The volume of our trade and commerce during the period under review, whilst not so great as during either of the previous two years, has been maintained in a healthy condition. There is, however, much capital locked up in unrealizable assets, and this, together with the more conservative policy of the banks, has lately caused money to circulate less freely. The temporary stringency has necessitated greater caution and stricter economy in all lines of business, which will ultimately serve the best interests of the Province. Confidence in the future prosperity of British Columbia is shown in the high rank our Provincial Government Securities and Municipal Debentures hold in the world's financial centres.

The growth of our trade, in a great measure, will be regulated by the foreign demand for coal, lumber and fish, and considering the depressed state of silver, the output of silver-bearing ore is encouraging. This new industry—the reduction of silver-galena ores, however, requires for its development cheap transportation facilities, and the same may be said of the gold and many other minerals which abound in the Province. The loosening of capital in foreign countries will undoubtedly result in the development of this Province on the lines indicated.

The possibilities of our trade and elasticity of our resources are shown by the circumstance that, notwithstanding the universal business depression that prevailed during last year, our exports exceeded in a marked degree those of any previous twelve months.

The revenue contributed by this Province to the Dominion Government for the year ending 30th June, 1893, amounted to \$1,881,417.00, which is equal to a per capita contribution of \$19.65, and is, proportionate to our population, largely in excess of that furnished by any other Province. In view of these figures the Province can in all justice claim from the Federal Government larger appropriations for public works in the Province than have hitherto been accorded.

The statistics in the Appendices will be found to be more comprehensive and interesting than any hitherto furnished by

the Board. In assisting towards the compiling of these, the Board is much indebted to Mr. A. R. Milne, Collector of Customs, Victoria ; Mr. J. M. Bowell, Collector of Customs, Vancouver ; Mr. John S. Clute, Collector of Customs, New Westminster ; Mr. D. Smith, Collector of Customs, Nanaimo ; also to Captain John Devereux, Dock Master, Esquimalt Graving Dock, and to others who have furnished any desired information.

The Board is also indebted to Thos. Earle, Esq., M. P., and E. G. Prior, Esq., M. P., for customary Dominion Government blue books, and also for their promptness in placing before the Ottawa authorities representations made from time to time by the Board.

The Board closes the present year with the largest membership roll in its history, which evinces an increasing interest in its work and augurs well for its future usefulness.

All of which is respectfully submitted.

Signed on behalf of the British Columbia Board of Trade,
this 13th day of July, 1894.

A. C. FLUMERFELT, *President.*

C. E. RENOUF, *Vice-President.*

F. ELWORTHY, *Secretary.*

APPENDICES.

Additions to the Library with the Names of the Donors, June 30th, 1894.

Chamber of Commerce, Sydney,	Annual Report, 1892-3.
" " San Francisco,	" " 1894.
" " Auckland,	" " 1892.
" " Rockhampton,	" " 1892.
Board of Trade, City of Newark,	" " "
" " Halifax, N. S.,	" " 1893.
" " County of Dennis,	" " 1893.
" " Montreal,	" " 1892.
" " Toronto,	" " 1892.
" " Port Arthur,	" " 1893.
" " Winnipeg,	" " 1894.

Surveyor-General, complete set of Maps of the Province.

Provincial Government, Sess'l Papers and Journal of Legislative Assembly, 1893.

" " Statutes of British Columbia, 1893.

Thos. B. Hall, Imperial Institute Year Book, 1894.

" " Report of the Lighthouse Board of the U. S., 1894.

H. C. Beeton, London Board of Trade Journal, July, 1893, to June, 1894.

" " " Chamber of Commerce Journal, July, 1893, to June, 1894.

Consul for Japan, Commerce and Industry of Japan, 1893.

Dominion Government, by request of Thos. Earle, Esq., M. P.

" " Fishery Commission,	1892.
" " Steamboat Inspection,	1892.
" " Inland Revenues, Part I,	1892.
" " Canal Statistics,	1892.
" " Department of Agriculture, 2nd Report,	1892.
" " Fisheries Statement,	1892.
" " Criminal Statistics,	1892.
" " Annual Report of Railway Commissioners,	1892.
" " Bureau of Industries,	1892.
" " Agriculture and Colonization Report,	1893.
" " Superintendent of Insurance,	1893.
" " Manitoba School Case,	1893.
" " Sessional Papers, - Vols.,	1893.
" " Minister of Justice Report,	1893.
" " Inland Revenues, Dominion of Canada,	1893.
" " Canadian Archives Report,	1893.
" " Minister of Agriculture Report,	1893.

Dominion Government, Civil Service List of Canada,	1893.
" " Canadian Life Insurance Companies,	1893.
" " Secretary of State Report,	1893.
" " Trade and Navigation,	1893.
" " Geological Survey Department Report,	1893.
" " Department of Indian Affairs Annual Rpt,	1893.
" " Auditor General's Report,	1893.
" " Department of the Interior,	1893.
" " Board of Civil Service Examiners,	1893.
" " Dept. Railways and Canals Annual Report,	1893.
" " N. W. Mounted Police Force,	1893.
" " Department of Marine and Fisheries,	1893.
" " " Militia and Defence,	1893.
" " Awards on Agric'l Implements at Chicago,	1893.
" " Insurance Companies of Canada,	1893.
" " Chartered Banks of the Dom. of Canada,	1893.
" " Marine and Fisheries,	1893.
" " Experimental Farms,	1893.
" " Department of Trade and Commerce,	1893.
" " Dairy Commissioners,	1893.
" " Inland Revenues,	1893.
" " Unclaimed Balances in Chartered Banks,	1893.
" " Annual Report of the C. P. R.,	1894.
" " Estimates,	1895.

Imperial Institute Year Book, 1893.

Whitaker's Almanack, 1894

The Hawaiian Annual, 1893.

Tin Deposits of N. S. W.

Australian Timbers, 1892.

Progress and Resources of N. S. W., 1893.

Result of a Census Colony of N. S. W.

Manchester Ship Canal Report and Maps.

Beacons, Lights and Buoys.

VICTORIA, B. C., 10th Feb'y, 1894.

The President and Council B. C. Board of Trade,

Victoria, B. C.:

GENTLEMEN,—Herewith is my report on Lights, Beacons and Buoys, necessary in waters contiguous to this city, as also those on the Northern Coast.

I may add that this report is based upon information acquired from Captain Geo. Rudlin, of the S. S. "Premier;" Captain S. Williams, of the "Barbara Boscowitz;" Captain W. Myers, of the "Danube;" Captain Butler, of the "Joan," as well as other captains, whose opinions are valuable.

BEHRENS ISLAND LIGHT AT ENTRANCE TO VICTORIA HARBOR.—It is requested that this light be removed from its present position, to McLachlan Point, and instead of a bell rung by hand, as at present, that a detonating signal be used ; or, if it is desired to retain the bell, that it be sounded by machinery, and not by hand. It is further requested that if the bell is retained, that it be not covered in as at present at the top, but left open for the sound to escape. The one great reason for asking for the change in position of Behrens Island Light, is on account of the rapid building up of the city in the vicinity, the light from so many private dwellings is confusing and misleading to officers in charge of vessels. The question of different colored glasses in the lantern to be the subject of further investigation.

BROTCHIE LEDGE.—It is the opinion that some effort should be made to remove the wreck of the "San Pedro," as soon as possible, and a stone beacon, with light attached, erected ; the base of the beacon painted black, and the top white.

FIDDLE REEF, INSIDE DISCOVERY ISLAND.—Replace the present open wooden structure by a stone beacon ; the base to be painted black, remainder white. It is further suggested that a wooden triangular structure, also painted white, be added at the top with lantern attached, showing red.

ZERO ROCK.—A stone beacon painted black ; also, wooden triangular top as on Fiddle Reef.

OFF SIDNEY SPIT.—An iron buoy on west side of West Rock.

SIDNEY SPIT.—The present wooden structure to be boarded up entirely from the base ; paint black at bottom, white at top.

ANDERSON ROCK, OFF MORESBY ISLAND.—A lantern on beacon would be of great assistance here.

PREVOST ISLAND, PORTLOCK POINT.—A stake light and bell to be worked by machinery, or detonating signal, is urgently required at this point.

WALKER ROCK, OFF GALLIANO ISLAND.—A lantern on beacon would also be of great assistance here.

SISTERS, GULF OF GEORGIA AND CAPE MUDGE.—These are most important points, and a light is absolutely necessary, traffic being large.

MALCOLM ISLAND.—A light is wanted here, and it is suggested that for the present an ordinary lantern would answer, the light to shew red.

PINE AND EGG ISLANDS, IN THE QUEEN CHARLOTTE ISLAND DISTRICT.—Both these points require lights ; they would greatly assist navigation.

JUNCTION OF FISHER CHANNEL AND LAMA PASSAGE.—This is another important point, and a light would seem absolutely necessary.

IVORY ISLAND, JUNCTION OF MILLBANK SOUND AND SEAFORTH CHANNEL.—A light is wanted at this place.

BURNIE ISLAND, ENTRANCE TO PORT SIMPSON.—A stake light shewing red or green, would be of great assistance to navigation at this point. Its close proximity to Port Simpson warrants the belief that the cost of maintenance will not be excessive.

Yours respectfully,

(Signed) THOS. B. HALL,
For the Committee.

Upper Yukon River.

To the President and Members of the British Columbia Board of Trade:

GENTLEMEN,—The Committee appointed to report on matters relating to the Upper Yukon River, beg to report :

They have had under consideration the letter of Captain William Moore, dated 2nd December last, and they have also had several interviews with Mr. McArthur and Mr. Millar, miners, who are well acquainted with that part of the Upper Yukon River, and the tributaries of the same, which have been prospected for gold.

From information gathered from them, it appears that paying gold-diggings have been found in the Hood-a-linka, Stewart, Lewis, White, Pelly, Big Salmon and Forty Mile Rivers—all tributaries of the Upper Yukon River, and it is estimated that in the past year not less than \$125,000.00 in gold was taken from that region by about 400 miners.

The ground already prospected has by no means been exhausted, and it is believed that much gold-bearing ground in that region remains to be discovered, and that with easier and less expensive facilities for communication and getting in supplies, a large mining population could be supported. The region also abounds in fur-bearing animals, the trade in which already represents a large sum.

The present mode of getting in supplies to the region is by the long and circuitous route of the Yukon River, available for only a short time in the year, and traversing as it does so much of United States territory before reaching the mining region (which is for the most part in British territory) it is not unnatural that the trade should be entirely in the hands of the former country.

It appears, however, from explorations which have been made, that it is quite possible to open up a route which would bring the gold bearing region in British territory within a week's journey of Victoria, Vancouver and Nanaimo, and it is probable that were such a road opened, the starting points would be diverted to

those places, which would probably also gain a large portion of the trade of supplying the region mentioned.

One route is described in a report published in the Annual Report of the Board of Trade, 1888 :

"The route is described briefly as follows :—At the head of Lynn Canal (in Alaskan Territory) there is a bay, named Skagna Bay, which is accessible to sea-going vessels of the largest size, and is perfectly protected from winds, and besides having good anchorage, affords excellent facilities for the erection of wharves.

"From that Bay to navigable water on Takoun Lake or Windy Arm, which is part of the Upper Yukon River, the distance by land is only, it is said, about 47 miles, 17 of which are in Alaska, and the remainder (30 miles) in British Columbia.

"Arrived at Takoun Lake or Windy Arm, the vast Yukon River is navigable (with the exception of White Horse Canyon) to its mouth in Behring Sea, for river steamers of large tonnage.

"The land route referred to crosses a range of mountains through a pass, the altitude of which is 2,400 feet above the level of the sea, or 1,200 feet less than that of Chilcoot Pass, which is the only other known practicable pass.

"It thus appears that only a distance of 47 miles has to be traversed by land to reach the navigable waters of the Upper Yukon River, and when this route has been opened it will be possible to reach those regions in about six days from Victoria ; four days being occupied by steamer to Skagna Bay and two days in land travel, and a country of vast possibilities to the miner and trader will then be within easy reach.

"It is stated that the Government of the United States will, at an early date, construct a trail through the portion of the route in their territory—that is, from Skagna Bay to the summit of White Pass—a distance of about 17 miles.

"The remainder of the route, 30 miles, as before mentioned traverses British Columbia, and the Committee therefore recommend that the Local Government should be urged to consider the matter herein submitted, and to adopt means for continuing the trail from the point of termination in Alaska, to Takoun River or Windy Arm, thus securing a trail over the entire distance of 47 miles.

"Inasmuch as such a trail would also open a way into the Northwest Territory (also a rich mining region) the Local Government would no doubt obtain the co-operation of the Dominion Government in a work which would be beneficial to both Governments."

Another route, described as the Taku route, is said to present superior advantages to that previously reported upon. Neither, however, has great physical obstacles to the construction of a road passable at all times of the year :

"From Juneau City, in Alaska, to the mouth of the Taku River, at the head of Taku Inlet, the distance is about twenty-eight miles. From the mouth of the

river to the junction of the Nah-kina River (head of canoe navigation) the distance is about fifty-three miles. From Nah-kina, where land travel has to begin, to South-west Bay of Teslin Lake, the distance is about seventy miles, and there is no difficulty in building a good trail to this Lake.

"The total distance from Juneau City to Teslin Lake is about 150 miles.

"The Taku River is not navigable for steamers, even of light draught, except during the freshets which last about a month, usually the month of June.

"In going up the river in July, we found the water as low as eighteen inches in mid-channel from the 15th mile upward. Above the Tallsaykway River the water is still shallower, and in August coming down the river, our boat, drawing about twelve inches of water, often grounded on the gravel bars in mid-channel. Canoes of two to four tons capacity can always manage to go up safely from May to August. The prevailing winds (south-west wind in summer) help very much canoeing up stream, the sails saving a great deal of poling and towing.

"Canoes ascend the river to Nah-kina, head of canoe navigation, in three or four days.

"The rate of current at a medium stage of water averages three miles an hour from tidal water to Tallsaykway River; from there to Taku Junction it runs four or five miles per hour, and from the Junction to Nah-kina, about six miles an hour.

"This route is certainly the best to reach Teslin Lake, one of the sources of the Yukon River. The country is partly open, not mountains. By following the Nah-kina River to Katune Creek, and along this last for four or five miles, then striking north-east over a low range of mountains, forming an undulating country where generally the snow lies only one and a half to two feet deep in winter, and the grazing is good in summer, the route would be easy.

"The Taku River opens at or about the end of April or the beginning of May, and freezes over at the beginning of November, or sometimes later.

"A trail built from Nah-kina Junction to Teslin Lake could be kept open for horses for five or six months during the year.

"The country traversed is generally dry, few swamps being met with."

The Committee being impressed with the importance of endeavoring to bring the region referred to within the influence of British Columbia, in view of the trade which might be expected therefrom, had a long interview with the Hon. The Chief Commissioner of Lands and Works, when the subject was fully discussed, and they were glad to learn from him that the matter would receive the earnest consideration of the Government, and that probably a sum would be placed upon the estimates shortly to be submitted to the Legislative Assembly, for the purpose of opening up a road by whichever route might be deemed most advantageous in the interests of the miners.

In the event of such a route being opened, and Canadian goods shipped to the mines that way, it would be necessary to make customs bonding arrangements with the Government of the United States for the free passage through such portion of the road as may be found in their territory, and the Committee therefore recommend that members representing the Province in the Dominion Parliament, should be urged to bring the matter before the Dominion Government, with the view of accomplishing this object.

The Committee recommend that copies of this report (if adopted) be sent to the Hon. The Chief Commissioner of Lands and Works, and also to the members of the Province in the Dominion Parliament.

THOMAS EARLE,
MATTHEW T. JOHNSTON, } *Committee.*
EDW'D GAWLER PRIOR, }

Victoria, B. C., 5th February, 1894.

Adopted Feb. 6th, 1894.

F. ELWORTHY, *Secretary.*

Rate of Wages Paid in the Various Trades in British Columbia.

	<i>Per Day.</i>	<i>Working Hours.</i>
Bricklayers.....	\$5 00	9 hours
Stone Masons.....	5 00	9 "
Stone Cutters.....	4 50	8 "
Plasterers.....	4 50 to \$5 00..	9 "
Hod Carriers.....	2 25 to 2 50..	9 "
Carpenters and Joiners.....	3 00 to 3 25..	9 "
Tinsmiths and Cornice Workers.....	3 00	9 "
Plumbers.....	3 00 to \$4 00..	9 "
Ship Carpenters and Caulkers, new work.....	4 50	9 "
" " old work.....	5 00	9 "
Cabinet Makers and Upholsterers.....	3 00	10 "
Painters.....	3 00 to \$3 25..	9 "
Tailors.....	Average wages \$2 50—mostly piece work	
Tailoresses.....	" " 1 50	" "
Bakers—with board.....	\$65 to \$ 75 per month	
Butchers.....	75 to 100	" "
Printers.....	Piece work, 40c. and 45c. per 1,000 ems; time work, \$21 per week	
Wagon Makers.....	\$3 00 to \$3 50 per day, 9½ hours	
Pattern Makers.....	3 00 to 3 50	10 "
Machinists, Boiler Makers and Blacksmiths...	3 00 to 3 25	10 "

Report of B. C. Sealing Fleet and Catch, Season 1893.

VESSELS.	CREWS.					MASTERS.	CATCH.			Total.
	Tons.	White.	Indians.	Boats.	Canoes.		B. C. Coast.	Japan Coast.	Russian Side.	
Triumph	98	7	28	4	14	C. N. Cox	1713		623	2336
Sapphire	108	8	26	13	3	Wm. Cox	1262		341	1603
E. B. Marvin	117	27		8		J. Gould	1014		517	1531
Mascot	40	7	14	2	7	H. F. Sieward	857		327	1184
Dora Sieward	94	24		7		R. O. Lavender	1426		434	1860
Labrador	25	11		4		J. J. Whiteley	263			263
Minnie	46	5	20	2	10	J. Mohrhause	489		20	509
Annie E. Paint	82	23		8		A. Bissett	740		401	1141
Mischief	15	6	20	2	10	W. Pettit	344			344
Diana	50	19		6		A. Nelson	707		294	1001
Venture	48	4	16	2	8	G. McDonald	82			82
Mermaid	73	23		8		W. H. Whiteley		940	315	1255
Fawn	59	3	21	2	10	L. Magnesen	806		77	883
Walter A. Earle	68	23		6		T. Magnesen	1622			1622
Beatrice	66	5	24	2	12	D. Macauley	655			655
Ocean Belle	83	25		8		T. O'Leary	1316		547	1863
Mountain Chief	23	1	19		9	J. Narwassum	128			128
Arietis	86	23		7		A. Douglass		920	464	1384
Cape Beale	13		10		5	J. E. Quap	86			86
Kate	58	7	16	2	8	J. Foster	293			293
Favorite	80	7	26	3	13	L. McLean	949			949
Boerolis	37	6	20	2	10	G. Meyer	1307			1307
Ainoko	75	5	14	1	7	G. Heater	1344		46	1390
W. P. Sayward	64	5	16	1	8	G. Percy	596			596
Katharine	82	6	19	2	9	W. D. McDougall	352		363	715
San Jose	31	4	16	2	8	R. E. Crowell	242			242
Enterprise	69	24		7		J. W. Todd	1027		274	1301
Agnes McDonald	107	25		7		M. F. Cutler	2333		433	2766
Victoria	63	6	20	2	10	H. V. Hughes	420			420
Rosie Olsen	39	5	24	2	12	A. B. Whidden	658			658
Wanderer	25	4	16	1	8	H. Paxton	206			206
Viva	92	23		6		J. W. Anderson		1441	30	1471
May Belle	58	20		5		C. J. Harris	1852			1852
Umbrina	98	24		7		C. Campbell	1827		625	2452
Penelope	70	20		6		F. Cole	2291			2291
Vera	60	19		5		W. Shields		1910	99	2009
Pioneer	66	6	23	1	11	J. McLeod	1050			1050
Otto	86	8	24	2	12	M. Keefe	630		397	1027
Mary Taylor	42	18		5		E. Shields	845		240	1085
Brenda	100	26		8		C. E. Locke	845		408	1253
Libbie	93	23		7		F. Hackett		1242	389	1631
City of San Diego	46	14		5		M. Pike		942	101	1043
Geneva	92	26		8		W. O'Leary		1612	454	2066
Casco	63	14		6		O. Buckholz		1473	199	1672
Carlotta G. Cox	76	24		7		W. D. Byers		2396	376	2772
Oscar and Hattie	81	24		7		W. E. Baker		1176	1020	2198
Teresa	63	20		6		E. Lorenz		677	147	824
Sadie Turpel	56	24		7		C. LeBlanc		927	475	1402
Maud S.	97	24		7		R. E. McKiel		989	58	1047
Mary Ellen	63	23		7		W. O. Hughes		1573	406	1979
Walter L. Rich	76	24		7		S. Balcom	1321			1321
Annie C. Moore	113	26		8		J. Daley		822	333	1155
Walter P. Hall	98	23		7		J. B. Brown		768	263	998
Indians in Canoes								2035	66	2101
Totals	3643	806	432	256	204		26603	29206	12013	67822
VANCOUVER VESSELS.										
Beatrice	49	20		5			1450			1450
C. D. Rand	51	21		6			1060			1060
AMERICAN VESSELS.										
Mary Brown							80			80
South Bend							116	64		180
							29309	29270	12013	70592
										70592

Summary of Catch of Pacific Sealing Fleet, Season 1893.

	CATCH.
Catch of Victoria, B. C., Fleet, consisting of 53 vessels; tonnage, 3,643; Crews, white, 806; Crews, Indian, 432; No. of boats, 256; No. of canoes, 204	67,822
Catch of Vancouver, B. C., Vessels, consisting of 2 vessels; tonnage, 100; Crews, white, 41; No. of boats, 11	2,510
Catch of American Vessels that landed their skins at Victoria, B. C., consisting of 2 vessels	260
Total British Columbia Catch	<u>70,592</u>
Catch of American Vessels that landed their skins at Puget Sound Ports, U. S. A.	6,855
Catch of Pelagic Sealing Vessels that landed their skins at San Francisco, U. S. A.	2,748
Catch from Pribyloff Islands landed at San Francisco, U. S. A.	7,425
Catch from Petropaulski by Russian Sealskin Company landed at San Francisco, U. S. A.	33,193
Total number of sealskins landed at San Francisco and Puget Sound Ports	<u>50,221</u>
Catch landed by Hawaiian Vessels at Hakodate, Japan.	3,212
Catch landed by American " " " "	18,587
Grand Total	<u>142,612</u>

VICTORIA, B. C., December 2nd, 1893.

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Rejected Claims.

No.	Vessel.	Owner.	Cause of Rejection.	Award for Expense of Claim.
4	Winnifred	Charles Spring	No actual earnings of the voyage are proved to have covered the outlay.	Each \$100.00 towards expenses of promotion of claim.
19	Ocean Belle	Richard Hall		
24	Wanderer .....	.....	
25	Venture	Donald Urquhart		
27	Sapphire	John G. Cox		
28	Carlotta G. Cox	John G. Cox		
30	W. P. Sayward	Andrew Laing		
33	Maud S.	W. H. Brown		
37	Carmolite	Charles Hackett		
38	Annie C. Moore	" "		
39	Penelope	Morris Moss		
42	Walter A. Earle	Alfred Magnesen		
44	Ariel	Jas. C. Prevost		\$1,300 00

Extract from the Award of the Tribunal of Arbitration, constituted under Article I of the Treaty concluded at Washington on the 29th February, 1892, between Her Britannic Majesty and the United States of America.

* * * * *

ARTICLE I. The Governments of the United States and of Great Britain shall forbid their citizens and subjects respectively, to kill, capture, or pursue at any time and in any manner whatever, the animals commonly called fur-seals, within a zone of 60 miles around the Fribyloff Islands, inclusive of the territorial waters.

The miles mentioned in the preceding paragraph are geographical miles, of 60 to a degree of latitude.

ARTICLE 2. The two Governments shall forbid their citizens and subjects respectively to kill, capture, or pursue in any manner whatever, during the season extending, each year, from the 1st May to the 31st July, both inclusive, the fur-seals on the high sea, in the part of the Pacific Ocean, inclusive of the Behring Sea, which is situated to the north of the 35th degree of north latitude, and eastward of the 180th degree of longitude from Greenwich till it strikes the water boundary described in Article I of the Treaty of 1867 between the United States and Russia, and following that line up to Behring Straits.

ARTICLE 3. During the period of time and in the waters in which the fur-seal fishing is allowed, only sailing-vessels shall be permitted to carry on or take part in fur-seal fishing operations. They will, however, be at liberty to avail themselves of the use of such canoes or undecked boats, propelled by paddles, oars, or sails, as are in common use as fishing boats.

ARTICLE 4. Each sailing vessel authorized to fish for fur-seals must be provided with a special license issued for that purpose by its Government, and shall be required to carry a distinguishing flag to be prescribed by its Government.

ARTICLE 5. The masters of the vessels engaged in fur-seal fishing shall enter accurately in their official log-book the date and place of each fur-seal fishing operation, and also the number and sex of the seals captured upon each day. These entries shall be communicated by each of the two Governments to the other at the end of each fishing season.

ARTICLE 6. The use of nets, fire-arms and explosives shall be forbidden in the fur-seal fishing. This restriction shall not apply to shot guns when such fishing takes place outside of Behring Sea during the season when it may be lawfully carried on.

ARTICLE 7. The two Governments shall take measures to control the fitness of the men authorized to engage in fur-seal fishing. These men shall have been proved fit to handle with sufficient skill the weapons by means of which this fishing may be carried on.

ARTICLE 8. The Regulations contained in the preceding Articles shall not apply to Indians dwelling on the coasts of the territory of the United States or of Great Britain, and carrying on fur-seal fishing in canoes or undecked boats not transported by or used in connection with other vessels, and propelled wholly by paddles, oars or sails, and manned by not more than five persons each in the way hitherto practised by the Indians, provided such Indians are not in the employment of other persons, and provided that, when so hunting in canoes or undecked boats, they shall not hunt fur-seals outside of territorial waters under contract for the delivery of the skins to any person.

This exemption shall not be construed to affect the municipal law of either country, nor shall it extend to the waters of Behring Sea, or the waters of the Aleutian Passes.

Nothing herein contained is intended to interfere with the employment of Indians as hunters or otherwise in connection with fur-sealing vessels as heretofore.

ARTICLE 9. The concurrent Regulations hereby determined with a view to the protection and preservation of the fur-seals, shall remain in force until they have been, in whole or in part, abolished or modified by common agreement between the Governments of the United States and of Great Britain.

The said concurrent Regulations shall be submitted every five years to a new examination, so as to enable both interested Governments to consider whether in the light of past experience, there is occasion for any modification thereof.

* * * * *

British Columbia Salmon Pack, Season 1893.

FRASER RIVER—	CASES.
Anglo-British Columbia Pack'g Co. 116,201	
Brunswick Canning Co. 17,081	
Ewen & Co. 44,339	
Bon Accord Fishery Co. 43,856	
Canadian Pacific Packing Co. 27,318	
British Columbia Canning Co. 12,818	
Victoria Canning Co. 76,470	
Steveston Canning Co. 20,975	
Short & Squair. 16,728	
J. H. Todd & Son. 32,758	
Terra Nova Canning Co. 13,160	
Pacific Coast Canning Co. 15,334	
Lulu Island Canning Co. 20,759	

457,797

ALERT BAY—	
Alert Bay Canning Co. 3,700	

RIVERS INLET—	
Wannuck Packing Co. 10,297	
British Columbia Canning Co. 24,969	
	35,266

GARDINER'S INLET—	
Price & Co. 6,476	

LOWE INLET—	
Lowe Inlet Packing Co. 8,724	
Namu Canning Co. 3,393	

SKEENA RIVER—	
Anglo-British Col. P'king Co. 14,988	
Skeena Packing Co. 8,165	
Victoria Canning Co. 7,385	
Royal Canadian Packing Co. 8,467	
British Columbia Canning Co. 6,628	
Balmoral Canning Co. 8,249	
Inverness Canning Co. 5,801	
	59,683

NAAS RIVER—	
Victoria Canning Co. 4,184	
British Columbia Canning Co. 3,707	
Federator Brand Canning Co. 7,299	
	15,190

Total cases 590,229

SHIPPED TO

LIVERPOOL—	
Br. bk. "Routenbeck" 38,800	
Br. str. "Grandholm" 31,707	

	CASES.
Br. bk. "Ladstock" 35,773	
Br. bk. "City of Carlisle" ... 37,381	
Br. ship "Candida" 50,122	
Br. bk. "Harold" 60,050	
	253,833

LONDON—	
Br. bk. "Jessie Stowe" 30,000	
Ger. sp. "Sirene" 55,540	
Br. bk. "Formosa" 38,126	
Br. bk. "Primera" 24,666	
	148,332

ENGLAND—	
Overland 27,445	
Per "Andrinia" 14,715	
Via San Francisco 10,988	
	53,148

Eastern Canada 114,792	
Australia 8,830	
India, China, Africa 150	
Local 2,931	
Stock on hand 8,231	

Total Cases 590,229

THE ANNUAL PACK.

(Since the beginning of the industry.)

1876 ..	9,847
1877 ..	67,387
1878 ..	113,601
1879 ..	61,093
1880 ..	61,849
1881 ..	177,276
1882 ..	225,061
1883 ..	196,292
1884 ..	141,242
1885 ..	108,517
1886 ..	161,264
1887 ..	204,083
1888 ..	184,040
1889 ..	414,294
1890 ..	409,464
1891 ..	314,893
1892 ..	228,470
1893 ..	590,229

Comparative Statement of Production in each Branch of Fisheries, &c.,
Province of British Columbia.

Kinds of Fish.	1892.		1893.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon, preserved				
in cans Lbs.	11,488,592	1,378,631 04	29,169,908	2,916,990 80
Salmon, fresh "	2,935,509	293,550 90	3,594,200	179,710 00
" smoked "	135,500	27,100 00	143,240	8,594 40
" salted Brls.	2,348	28,176 00	5,688	45,504 00
Herring, fresh Lbs.	489,000	23,652 50	458,000	22,900 00
" smoked "	21,000	2,520 00	8,700	870 00
" salted Brls.			250	1,500 00
Sturgeon Lbs.	520,500	26,025 00	330,000	16,500 00
Halibut "	1,357,500	67,875 00	1,373,900	68,695 00
Oulachons, pickled Brls.	875	7,000 00	948	7,584 00
" smoked Lbs.	21,800	3,270 90	17,500	1,050 00
" fresh "	175,500	8,775 00	186,000	9,300 00
Trout "	68,050	6,805 00	56,400	5,640 00
Smelts "	156,600	7,830 00	80,000	4,000 00
Skill, salted Brls.	95	1,140 00	77	616 00
Codfish, fresh (rock) Lbs.	173,500	8,675 00	462,000	27,720 00
Oysters Bush	2,000	4,000 00	4,000	8,000 00
Mussels "	600	525 00	600	480 00
Clams "	11,000	9,625 00	12,500	10,625 00
Crabs No.	600,000	30,000 00	600,000	18,000 00
Tooshqua Lbs.	416,300	20,815 00		
Fur-seal skins No.	46,362	602,706 00	70,332	843,984 00
Hair " "	6,700	6,700 00	4,150	3,112 50
Sea-otter skins "	14	2,100 00	15	1,875 00
Assorted or mixed				
fish Lbs.	430,320	31,516 00	304,750	15,237 50
Shrimps & prawns "		5,000 00		5,000 00
Fish oil Galls	259,554	120,046 20	172,250	68,900 00
Fish products "		1,050 00		1,200 00
Fish for home consumption, Chinese laborers, not included above		125,000 00		150,000 00
Guano made from				
offal Tons	15	375 00	15	375 00
Total		2,849,483 64		4,443,963 20
Increase in 1893				1,594,479 56

Capital invested in Fisheries and Fishing Material, including the Fur Seal Fleet, Boats, etc., of British Columbia, during the Year 1893.

MATERIAL.	VALUE.	TOTAL.
	\$	\$
44 Salmon Canneries, complete.....	880,000	
12 Oil Factories	38,000	
2 Freezing Establishments	18,000	
7 Salteries	4,200	
93 Fishing Vessels, 1,415 tons, manned by 261 men	188,950	
2,287 Boats employed in fishing	93,710	
321,000 Fathoms of Gill-nets	241,367	
9,320 " Seines	17,100	
Trawl Lines.....	14,250	
		1,495,577
256 Boats employed in fur-seal fishing	25,600	
204 Canoes " " "	5,100	
55 Vessels " " "	384,200	
		414,900
Grand total.....		\$1,910,477

Hands employed in connection with fishing in boats.....	12,392
" " " vessels.....	261

Sailors and Hunters in Sealing Fleet—

Whites	847
Indians	432
	<u>13,932</u>

Recapitulation of the Yield and Value of the Fisheries of British Columbia,
for the Year 1893.

KINDS OF FISH.	Quantity.	Price.	Value.
		\$ cts.	\$ cts.
Salmon, in 1-lb. cans	29,169,908	0 10	2,916,990 80
" fresh	Lbs. 3,594,200	0 05	179,710 00
" salted	Brls. 5,688	8 00	45,504 00
" smoked	Lbs. 143,240	0 06	8,504 40
Sturgeon, fresh	" 330,000	0 05	16,500 00
Halibut, "	" 1,373,900	0 05	68,695 00
Herring, "	" 458,000	.....	22,900 00
" smoked	" 8,700	0 10	870 00
" salted	Brls. 250	6 00	1,500 00
Oulachons, fresh	Lbs. 186,000	0 05	9,300 00
" smoked	" 17,500	0 06	1,050 00
" salted	Brls. 948	8 00	7,584 00
Trout, fresh	Lbs. 56,400	0 10	5,640 00
Fish, assorted and mixed	" 304,750	0 05	15,237 50
Smelts, fresh	" 80,000	.....	4,000 00
Cod-fish, fresh	" 462,000	0 06	27,720 00
Skill, salted	Brls. 77	8 00	616 00
Fur-seal skins	No. 7 332	12 00	843,984 00
Hair "	" 50	0 75	3,112 50
Sea-otter skins	" 5	125 00	1,875 00
Oysters	Bush. 4,000	2 00	8,000 00
Clams	Shell. 12,500	0 85	10,625 00
Mussels	" 600	0 80	480 00
Crabs	No. 600,000	0 03	18,000 00
Abalonies	Lbs. 3,000	0 20	600 00
Isinglass	" 2,000	0 30	600 00
Shrimps and Prawns .....	" .....	.....	5,000 00
Estimate of the fish consumed in the Province, and not included in the above enumeration .....	.....	.....	150,000 00
Fish Oil	Galls. 172,250	0 40	68,900 00
Guano, made from offal	Tons. 15	25 00	375 00
Value of fur-seal skins landed in Victoria by United States vessels .....	.....	.....	4,443,963 20
.....	.....	.....	3,120 00
Total .....	.....	.....	4,447,083 20

Census, 1891.

POPULATION OF BRITISH COLUMBIA, 1871, 1881 AND 1891.

1871.	1881.	Increase, p. cent.	1891.	Increase, p. cent.
36,247	49,459	36.4	98,173	98.49

PROPORTION OF URBAN AND RURAL TO TOTAL POPULATION, 1871, 1881, 1891.

1871.		1881.		1891.	
Urban.	Rural.	Urban.	Rural.	Urban.	Rural.
8.9	91.1	11.9	88.1	42.5	57.5

POPULATION BY SEXES, 1881 AND 1891.

1881.		1891.	
Males.	Females.	Males.	Females.
29,503	19,956	63,003	35,170

BIRTH PLACES OF THE PEOPLE IN BRITISH COLUMBIA, 1881 AND 1891.

1881.		1891.	
Born in Canada.	Born in other Countries.	Born in Canada.	Born in other Countries.
34,957	14,492	56,851	41,322

BIRTH PLACES OF THE FOREIGN BORN IN BRITISH COLUMBIA, 1881-1891.

Countries.	1881.	1891.
England	3,294	12,959
Scotland	1,204	4,368
Ireland	1,285	2,771
Newfoundland	8	437
Other British Possessions	203	574
Total British Possessions	5,994	21,109
France	193	268
Germany	344	904
Italy, Spain and Portugal	101	587
Russia and Poland	32	318
Scandinavian	170	1,065
United States	2,295	6,567
Chinese	4,350	8,910
Other Countries	1,013	1,596
Total Foreign Countries	8,498	20,213
Grand total Foreign Born	14,492	41,322

PROPORTION OF NATIVE AND FOREIGN BORN, 1881 AND 1891.

1881.			1891.		
Born in Canada.	Born in Brit. Possessions.	Born Elsewhere.	Born in Canada.	Born in Brit. Possessions.	Born Elsewhere.
70.7	12.1	17.2	57.9	21.5	20.6

Density of population, 3 per square mile.

THE DEATHS AND RATE PER THOUSAND OF THE POPULATION.

Deaths, 1891.	Rate per Thousand.	
	1891.	1881.
1,361	13.94	20.35

Deaths England and Wales 19.5 in each thousand, or 1 in every 51 persons.

AGES OF THE WOMEN OF BRITISH COLUMBIA.

Ages.	1881.	1891.
Total Women	19,956	35,170
Girls between 1 and 10 years	4,220	8,900
Women over 10 "	15,736	26,270
Girls between 10 and 15 "	7,648	3,371
Women over 15 "	8,088	22,899

OCCUPATIONS OF THE PERSONS IN BRITISH COLUMBIA.

	Number.	Proportion.
Engaged in Agriculture, Mining and Fishing	18,169	18.5
" Trade and Transportation	7,636	7.8
" Manufacturing and Mechanical Pursuits	10,410	10.6
" Domestic and Personal Services	9,951	10.1
" Professional Avocations	1,863	1.9
" Non-productive class	734	0.7

Per cent. of persons having occupations to total population—1891, 49.7 ;
1881, 36.5.

INCREASE IN THE AGRICULTURAL PORTION OF BRITISH COLUMBIA.

No. of Farmers and Farmers' Sons.		1891 compared with 1881.	
1881.	1891.	Increase.	Per Cent.
2,381	5,874	3,493	146.7

INCREASE IN MINING PORTION OF BRITISH COLUMBIA.

1881.	1891.	Increase 1891 over 1881.
2,792	4,591	1,799

RELIGIONS OF THE PEOPLE OF BRITISH COLUMBIA, 1891.

Denomination.	
Roman Catholics	20,843
Church of England	23,619
Presbyterians	15,260
Reformed Presbyterians	3
Other Presbyterians	21
Methodists	14,193
Bible Christians	97
Other Methodists	8
Baptists	2,960
" Free Will	130
Tunkers	8
Brethren	166
Lutherans	2,083
Congregational	775
Disciples	62
Adventists	109
Unitarians	79
Universalists	45
Protestants	286
Salvation Army	298
Quakers	38
Jews	277
Other Denominations	597
Not specified	16,216
Total	98,173

INCREASE IN FISHERY PORTION OF BRITISH COLUMBIA.

1881.	1891.	Increase.	
		Numerical.	Per Cent.
1,850	3,798	1,948	105.3

Extracts from the Annual Report of the Superintendent of Education, 1892-1893.

Number of schools in operation 166, as follows :

High Schools, 4.	Rural Schools, 140.
Graded " 16.	Ward " 6.

Number of teachers and monitors employed 267, an increase of 39 over that for the previous year.

Total number of pupils enrolled during the year 11,496, an increase of 723 over that for the previous year ; average actual daily attendance 7111.40, an increase of 884.30 for the same period.

In cities the percentage of average attendance was 68.41, in rural districts, 53.82, and for the entire Province, 61.85. Each of these percentages shows an increase over the record for the previous year, and is a very creditable showing, especially is this the case in the percentage of average attendance made by the whole Province.

The expenditure for education proper was as follows :—

Teachers' Salaries	\$174,847 33
Incidental expenses of Rural Schools.....	6,374 10
Education Office.....	9,336 90
Total	<u>\$190,558 33</u>

Cost of each pupil based on enrolment \$16.57, and on average daily attendance, \$26.79.

Expenditure by the Lands and Works Department for the construction of school-houses, furniture, repairs, and improvements :

School-houses	\$20,960 11
Furniture, repairs, etc., for Rural Districts.....	3,537 78
Total.....	<u>\$24,497 89</u>

Total expenditure by the Provincial Government for all purposes of education during the year :

Education proper	\$190,558 33
Less refunds from City Districts.....	40,280 79
	<u>\$150,227 54</u>
Lands and Works Department.....	24,497 89
Total.....	<u>\$174,725 43</u>

COMPARATIVE STATEMENT OF ATTENDANCE AND COST OF PUBLIC SCHOOLS,
FROM 1872-73 TO 1892-93.

Year.	Number of School Districts.	Aggregate Enrolment.	Average Daily Attendance	Percentage of Attendance	Expenditure for Education Proper.
1872-73.....	25	1,028	575	55.93	\$ 36,763 77
1873-74.....	37	1,245	767	61.60	35,287 59
1874-75.....	41	1,403	863	61.51	34,822 28
1875-76.....	41	1,685	984	58.39	44,506 11
1876-77.....	42	1,998	1,260	63.06	47,129 63
1877-78.....	45	2,198	1,395.50	63.49	43,334 01
1878-79.....	45	2,301	1,315.90	57.19	*22,110 70
1879-80.....	47	2,462	1,293.93	52.56	47,006 10
1880-81.....	48	2,571	1,366.86	53.16	46,960 69
1881-82.....	50	2,653	1,358.68	51.21	49,268 63
1882-83.....	59	2,693	1,383.00	51.36	50,850 63
1883-84.....	67	3,420	1,808.60	52.88	66,655 15
1884-85.....	76	4,027	2,089.74	51.89	71,151 52
1885-86.....	86	4,471	2,481.48	55.50	79,527 56
1886-87.....	95	5,345	2,873.38	53.75	88,521 08
1887-88.....	104	6,372	3,093.46	48.54	99,902 04
1888-89.....	109	6,796	3,681.14	54.16	108,190 59
1889-90.....	123	8,042	4,333.90	53.89	122,984 83
1890-91.....	141	9,260	5,134.91	55.45	136,901 73
1891-92.....	154	10,773	6,227.10	57.80	160,627 80
1892-93.....	168	11,496	7,111.40	61.85	190,558 33

* Half-year.

TABLE SHOWING THE NUMBER OF APPLICANTS AND CERTIFICATES OBTAINED
DURING EACH OF THE PAST TWELVE YEARS.

Year.	Number of Applicants.	Certificates Obtained.			Failed to obtain Certificates.
		First Class.	Second Class	Third Class.	
1882.....	36	6	9	19	2
1883.....	37	5	3	15	14
1884.....	64	15	21	16	12
1885.....	67	15	12	27	13
1886.....	76	13	6	34	23
1887.....	93	15	27	30	21
1888.....	100	10	41	36	13
1889.....	117	9	30	37	41
1890.....	143	8	36	61	38
1891.....	154	14	54	64	22
1892.....	200	5	3	137	55
1893.....	271	39	107	90	35

Under the Rules and Regulations, no male candidate less than 18 years of age, and no female candidate less than 16 years of age, can be permitted to be applicants for certificates of any kind.

Statistics.

MEAN SUMMER AND WINTER TEMPERATURE, &c.

Place.	Latitude.	Longitude.	Elevation above Sea.	Mean Temperature.	
				Summer.	Winter.
Agassiz	49.15	121.40	52	61.3	39.9
Abbotsford	48.42	121.33	38	60.2	37.1
Barkerville	53.2	121.33	4,210	52.2	21.9
Clinton	51.6	122.48	2,978	58.4	21.4
Esquimalt	48.26	123.27	28	57.0	40.9
Fort Simpson	54.30	129.20	16	55.1	35.2
Lillooet	50.42	122.2	690	63.8	28.1
Ladner's Landing	49.6	123.4	.....	57.7	36.7
New Westminster	49.12	122.53	33	60.4	37.2
Port Moody	49.14	123.16	5	61.2	34.8
Quamichan	48.42	123.47	.....	60.4	38.2
Soda Creek	52.20	122.19	1,690	62.7	22.0
Spence's Bridge	50.25	121.30	770	69.0	29.0
Victoria	48.24	123.19	10	57.3	39.2

Vancouver Island is like the South of England, except that it has a greater summer heat with less humidity. In the vicinity of Victoria the highest temperature in the shade in July and August, ranges from 80° to 90° Fahr., while in winter there is rarely more than ten degrees of frost.

PROVINCE OF BRITISH COLUMBIA—STATEMENT OF DEBTS AND ASSETS.

Year Ending 30th June.	Gross Debt.	Assets.		
		Dominion Government Debt Allow'ce	Dominion Government R'y Subsidies.	Other Assets.
1882	\$800,566	\$499,913	\$ 116,653	\$ 616,566
1883	961,778	499,913	133,263	633,176
1884	770,812	499,913	272,895	772,808
1885	800,258	583,021	267,000	850,021
1886	976,911	583,021	206,808	789,829
1887	1,157,001	583,021	214,144	797,165
1888	1,780,125	583,021	699,972	1,282,993
1889	1,772,871	583,021	583,230	1,166,251
1890	1,797,820	583,021	542,293	1,125,314
1891	1,843,154	583,021	558,715	1,141,736
1892	2,876,036	583,021	1,259,403	1,842,424
1893	3,187,456	583,021	909,713	1,492,734

THE AREAS OF BRITISH COLUMBIA.

Land, Square Miles.	Water, Square Miles.	Total Square Miles.
382,300	1,000	383,300

AREA OF FOREST AND WOODLAND IN BRITISH COLUMBIA.

Total Area.	Forest and Woodland.	Woodland.
383,300	285,554	74.69

STATEMENT SHOWING THE AMOUNT OF MAIL MATTER PASSING BETWEEN
VANCOUVER, BRITISH COLUMBIA, AND THE FOLLOWING POST
OFFICES IN CHINA AND JAPAN, FROM 24th SEPTEMBER,
1892, TO 9th SEPTEMBER, 1893.

Place.	Letters.	Weight.		Papers.	Weight.		Miscellaneous.	Weight.		Parcels.	Weight.	
		Lbs.	Oz.		Lbs.	Oz.		Lbs.	Oz.		Lbs.	Oz.
Yokohama ...	86,288	3,008	...	28,279	6,515	10	33,317	9,398	12	305	389	9
Hong Kong ..	41,681	1,892	12	10,006	1,915	11	5,375	1,890	6	3	10	8
Shanghai.....	15,909	999	12	4,515	898	9	1,284	755	3	...	...	...
Totals.....	143,878	5,900	8	42,800	8,329	14	39,997	12,044	5	308	400	1
T'ls in 1891-92.	109,411	4,043	13	34,900	7,342	7	25,441	8,552	6	214	330	8
Increase	34,467	1,856	11	7,900	986	13	16,556	3,491	15	94	69	9

In addition to the above, through bags were forwarded to the places designated as follows: Yokohama, 270; Shanghai, 76; Hong Kong, 55; Nagasaki, 47; Kobe, 84; Tokio, 118; Hakodate, 41.

Cost for mail transportation in British Columbia Postal Division, etc., \$55,570.06.

TABLE SHOWING THE NUMBER OF POST OFFICES IN OPERATION, EXTENT OF
MAIL TRAVEL, ESTIMATED NUMBER OF LETTERS AND OTHER ARTICLES
OF MAIL MATTER POSTED IN THE PROVINCE, DURING THE
YEAR ENDED 11th JUNE, 1893.

Number of offices in operation on the 1st July, 1893.....	219
Extent of Mail Service:	
Number of miles of post route	6,055
Annual travel thereon.....	1,300,094
Estimated Number of Letters and other articles of Mail Matter posted in British Columbia, during the year ended 30th June, 1893:	
Letters	3,400,000
Post Cards.....	275,000
Registered Letters	110,000
Free Letters	110,000
Number of Transient Newspapers and Periodicals, Books, Packets, Circulars, etc.	480,000
Number of packets Copy, Photographs, Deeds, etc	68,000
Number of packets Fifth Class Matter, ordinary merchandise, open to examination	30,000
Number of Parcels by Parcel Post	10,500
Number of Closed Parcels for the United Kingdom.....	1,252

STATEMENT SHOWING THE ACCOUNTING OFFICES IN OPERATION ; THE GROSS
POSTAL REVENUE ; THE NUMBER AND AMOUNT OF MONEY ORDERS
ISSUED AND PAID, DURING THE YEAR ENDED 30th JUNE, 1893.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Tot'l Am't of Money Orders Issued.	Total Commis'n rec'd from Public.	Total Amon't of Money Orders p'd
		\$ c.		\$ c.	\$ c.	\$ c.
Nanaimo	Vancouver	6,397 71	6,659	107,963 19	1,061 77	21,654 14
New Westminster	New Westminster	10,764 45	4,979	76,760 34	681 92	54,471 56
Vancouver	"	26,731 22	8,558	176,108 28	1,665 61	109,772 41
Victoria	Victoria	44,382 11	11,314	206,862 66	2,133 10	169,856 71
Other Offices .....	.....	46,472 37	21,313	417,139 90	3,323 18	107,047 72
		132,747 86	52,823	984,831 37	8,865 58	462,802 54

INDUSTRIAL ESTABLISHMENTS.

Number of Establishments	770
Fixed capital. { In Land	\$2,153,106 00
{ In Buildings	1,836,650 00
{ In Machinery and Tools	3,256,906 00
Working capital	7,157,732 00
Hands employed { Men over 16 years	(No.) 9,615
{ Women " "	" 1,331
{ Boys under "	" 404
{ Girls " "	" 157
Total amount paid in wages during the year	\$3,586,897 00
Total value of raw material	5,119,258 00
Total value of articles produced	11,999,928 00

Meteorological Register for the Year 1893, Esquimalt Chief Station, British Columbia.
 Latitude 48° 25', 49' North; Longitude 123°, 26', 32' West. Elevation above sea, 28 feet. Barometer reduced to sea level.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Year.
BAROMETER.													
Mean height, reduced, 1893.	30.13	29.99	29.85	29.95	30.02	30.06	30.04	30.01	29.92	30.04	30.04	30.06	30.01
Highest	30.44	30.48	30.37	30.28	30.38	30.24	30.19	30.23	30.29	30.45	30.61	30.52	30.61
Lowest	29.52	29.34	29.27	29.39	29.60	29.61	29.78	29.77	29.55	29.39	29.13	29.21	29.13
Range	0.92	1.14	1.10	0.89	0.78	0.63	0.32	0.46	0.74	1.06	1.48	1.31	1.48
TEMPERATURE OF THE AIR.													
Highest, 1893.	51.3	49.0	54.5	58.6	66.2	80.0	71.4	75.7	70.6	58.6	50.5	52.6	80.0
Date	1st	21st	21st	28th	15th	5th	30th	1st	6th	28th	7th	15th	
Lowest	1.5	5.5	29.3	31.4	40.1	42.2	45.2	42.2	40.2	29.7	27.2	29.2	1.5
Date	31st	2nd	5 & 9	19th	24th	17th	19 & 20	31st	23rd	23rd	1st	27th	
Mean highest, 1893.	40.5	39.1	48.7	50.5	58.4	62.8	66.8	68.4	62.3	53.4	44.5	46.4	
Mean lowest, 1893.	31.2	29.5	36.7	29.5	45.1	47.8	51.2	49.4	46.3	41.5	35.5	38.5	
Monthly mean, 1893.	35.95	34.45	42.67	44.41	50.89	51.29	57.64	57.62	53.17	46.97	40.02	42.52	46.7
Mean daily range, 1893.	9.4	9.6	12.0	11.0	13.3	15.0	15.7	19.0	15.7	11.9	9.0	7.0	
Greatest daily range, 1893.	18.3	15.4	20.3	20.7	24.6	32.1	24.1	33.4	26.4	19.6	18.4	17.9	
Average highest.	53.6	52.3	58.7	62.1	68.3	75.4	78.1	77.1	70.5	62.2	54.1	54.3	
Average lowest.	19.3	19.2	26.9	31.1	28.2	41.4	44.9	45.7	40.6	34.8	30.5	27.1	
Average mean highest.	43.5	41.8	49.3	52.8	60.1	62.9	67.6	68.5	62.4	54.7	47.6	45.4	
Average mean lowest.	34.6	31.4	37.3	40.1	45.0	47.4	51.0	50.7	47.1	43.4	39.0	37.1	
Average monthly mean.	29.23	36.42	43.10	46.17	51.95	55.03	58.19	58.29	53.82	48.54	42.80	48.00	
DEW POINT.													
Mean temperature, 1893.	34.2	33.0	36.9	40.2	46.4	48.7	52.8	52.3	47.3	45.2	38.6	41.6	
HUMIDITY.													
Mean relative, 1893.	89	91	80	85	85	82	85	83	89	91	93	95	

CLOUD.		%		%		%		%		%		%		%		%		%	
1893.		hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.
Average.	70	81	73	76	79	72	68	63	50	43	25	54	70	69	78	86	81		
SUNSHINE.																			
Sun above horizon Lat. 48°	273.0	293.0	371.0	412.6	472.5	480.3	483.4	441.8	375.5	328.6	275.5	256.0							
Hours registered	52.9	40.1	87.6	92.9	144.3	189.8	216.5	283.2	171.5	120.0	65.0	34.8							
No. days completely clouded.	13	16	10	8	7	4	0	1	4	5	12	15							
Maximum daily amt. in hrs.	7.1	7.5	9.6	12.0	12.0	12.9	12.3	12.1	11.0	9.1	7.8	5.6							
PRECIPITATION.																			
Rainfall in inches, average.	4.24	1.76	3.24	3.55	1.75	1.20	0.61	0.59	2.70	3.32	7.08	8.67							
" " 1893	2.93	2.87	3.36	5.40	2.40	1.73	0.95	0.06	1.21	4.41	9.08	9.45							
No. of days rain fell, 1893	13	14	19	21	22	16	11	3	13	19	19	28							
Average.	17	15	19	20	17	13	7	5	12	19	22	25							
Snowfall in inches, average.	5.4	15.7	0.4	*						0.5	3.6	1.9							
" " 1893	16.3	37.0	0.0	*						2.0	13.5	3.0							
No. of days Snow fell, 1893	5	8	0	2							3	4							
Average.	3	6	2	1							1	3							
Total precipitation Rain & Snow	4.56	6.57	3.36	5.40	2.40	1.73	0.95	0.06	1.21	4.61	10.43	9.75							

E. BAYNES REED, Observer.

Last Snow	3rd April	Mean Temperature	63°.58
Last Frost	19th April	Last Thunder	7th October
First Thunder	18th June	First Frost	18th October
Warmest Day	5th June	First Snow	31st October

Meteorological Register for the Year 1893, Esquimalt Chief Station, British Columbia.

WIND, 1893.

	DIRECTION OF THE WIND FROM								Total No. of Hours.	VELOCITY OF WIND.				Date and Direction.
	N.	N. E.	E.	S. E.	S.	S. W.	W.	N. W.		Mean Miles per Hour.	Highest Days Velocity.	Date and Direction.	Greatest Velocity in one hour.	
January.....	68	15	12	8	8	7	2	0	186	7.9	32.0	26th, N. E.	40	15th, N. E.
February.....	73	4	5	2	18	2	4	1	168	6.6	19.0	5th, N.	32	1st, N.
March.....	45	13	14	6	30	8	4	1	186	7.6	20.7	10th, S. E.	40	10th, S. E.
April.....	17	2	13	9	66	14	1	0	180	7.6	20.7	12th, S.	34	14th, S. W.
May.....	11	9	6	10	64	3	7	0	186	6.3	15.0	8th, S.	30	20 & 22, S.
June.....	9	0	1	13	76	3	5	0	180	6.6	16.3	22nd, S.	35	10th, S.
July.....	1	0	0	10	69	4	1	0	186	5.0	14.7	2nd, S.	28	2nd, S.
August.....	4	2	3	11	61	1	0	0	104	4.7	15.7	12th, S.	28	5, & 13, S.
September.....	11	4	3	15	35	2	2	0	108	3.2	10.3	29th, S.	25	16th, S. E.
October.....	16	3	9	15	50	3	2	0	186	3.2	10.3	29th, N. E.	43	11th, S. E.
November.....	43	8	5	10	19	1	0	0	94	3.9	15.3	9th, N. E.	28	9th, S. W.
December.....	31	4	7	10	47	4	4	0	186	6.1	26.0	10th, S.	47	28th, S. W.
	329	64	78	119	543	52	32	2	2190					

E. BAYNES REED, Observer.

SHIPPING.

The Board is indebted to the courtesy and kindness of Mr. A. R. Milne, Collector of Customs, for the following Shipping information :

PORT OF VICTORIA, B. C.

STATEMENT of Vessels, British and Foreign, employed in the coasting trade of the Dominion of Canada, arrived at or departed from this Port, during the fiscal year ending 30th June, 1894 :

	<i>Vessels Arrived.</i>			<i>Vessels Departed.</i>		
	No. Vessels.	Tonnage.	No. Crew.	No. Vessels.	Tonnage.	No. Crew.
BRITISH STEAMERS.						
Screw	1043	319704	25367	1040	318707	25192
Paddle	109	84296	3090	111	86914	3153
Sternwheel	70	48020	2100	71	48706	2130
	<u>1222</u>	<u>452020</u>	<u>30557</u>	<u>1222</u>	<u>454327</u>	<u>30475</u>
BRITISH SAILING VESSELS.						
Ships .....	....	.....	.....	3	3338	65
Barques	2	2038	34	2	2277	28
Schooners	26	897	114	62	1175	222
Sloops	59	372	154	63	326	162
Barges, etc.	78	6131	7	80	6291	7
	<u>165</u>	<u>9438</u>	<u>309</u>	<u>210</u>	<u>13407</u>	<u>484</u>
Grand Total	<u>1387</u>	<u>461458</u>	<u>30866</u>	<u>1432</u>	<u>467734</u>	<u>30959</u>
FOREIGN STEAMERS.						
Screw	1	3292	32	2	977	36
FOREIGN SAILING VESSELS.						
Ships	1	1437	16	3	4129	59
Barques .....	....	.....	.....	7	7831	97
Schooners	1	397	9	1	707	10
	<u>3</u>	<u>5126</u>	<u>57</u>	<u>13</u>	<u>13644</u>	<u>202</u>
Grand Total	<u>3</u>	<u>5126</u>	<u>57</u>	<u>13</u>	<u>13644</u>	<u>202</u>
RECAPITULATION.						
British	1387	461458	30866	1432	467734	30959
Foreign	3	5126	57	13	13644	202
	<u>1390</u>	<u>466584</u>	<u>30923</u>	<u>1445</u>	<u>481378</u>	<u>31161</u>

PORT OF VICTORIA, B. C.

ANNUAL RETURN, showing the description, number and tonnage of vessels built and registered at this Port during the fiscal year ending 30th June, 1894:

<i>Class of Vessel.</i>	<i>Built.</i>		<i>Registered.</i>	
	No.	Tonnage.	No.	Tonnage.
STEAMERS:				
Screw	3	54	1	4
Sternwheel	2	155	..	..
Total Steamers	5	209	1	4
SAILING VESSELS:				
Schooners	1	38	3	65
Sloops and Barges, etc.....	1	101	2	181
Total Sailing Vessels.....	2	139	5	246
Grand Total.....	7	348	6	250

PORT OF VICTORIA, B. C.

STATEMENT of Vessels, British, Canadian and Foreign, entered outwards (for sea) at this Port during the year ending 30th June, 1894.

With Cargoes.

Countries to which Cleared.	No. of Vessels.	QUANTITY OF FREIGHT.		Crew No.
		Tons Register.	Tons Weight.	
BRITISH :				
United Kingdom.....	7	6602	6500	117
United States.....	1	1662	301	70
Other Countries	22	46550	2133	1742
Total.....	30	54814	8934	1929
CANADIAN :				
United States.	9	2604	377	131
FOREIGN :				
United States	375	373335	7182	21158
Other Countries.....	8	5588	11221	90
Total	383	378923	18403	21248

In Ballast.

BRITISH:				
United States.....	13	23821	938
China and Other Countries.....	15	40810	2736
Total	28	64631	3674

APPENDICES.

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Whence Arrived.	<i>With Cargoes.</i>			<i>In Ballast.</i>			
	No. of Vessels.	Tons Register.	QUANTITY FREIGHT. Tons Freight.	Crew No.	No. of Vessels.	Tons Register.	No. Crew.
CANADIAN:							
From S. Fisheries.	63	4227	289	1326	..	....	....
Other Countries...	53	4523	455	330	62	30555	1280
Total	116	8750	744	1656	62	30555	1280
FOREIGN:							
United Kingdom..	1	677	435	15	..	....	....
Other Countries...	537	444320	27311	26057	176	153819	6985
Total	538	444997	27746	26072	176	153819	6985
Grand Total..	654	453747	28490	27728	238	184374	8265

RECAPITULATION.

	<i>With Cargoes.</i>			<i>In Ballast.</i>			
	No. of Vessels.	Tons Register.	QUANTITY FREIGHT. Tons Freight.	Crew No.	No. of Vessels.	Tons Register.	No. Crew.
British.....	40	73589	23191	2617	24	43981	2443
Canadian	116	8750	744	1656	62	30555	1280
Foreign.....	538	444997	27746	26072	176	153819	6985
Total	694	527336	51681	30345	262	228355	10708
Grand Total..	956	755691	51681	41053			

PORT OF VICTORIA, B. C.

STATEMENT exhibiting the number of Vessels, with their tonnage and crews, which arrived at and departed from this Port (seaward) during the fiscal year ending 30th June, 1894, distinguishing the countries to which they belong. Not including vessels trading between Ports within the Dominion:

Under what Flag.	<i>Arrived.</i>			<i>Departed.</i>		
	No.	Tons.	Crew No.	No.	Tons.	Crew No.
British.....	242	156875	7996	219	136784	8157
United States.....	713	598139	33042	675	593881	32443
German.....	1	677	15	1	1437	21
	956	755691	41053	895	732102	40621

BRITISH COLUMBIA BOARD OF TRADE.

RECAPITULATION.

Under what Flag.	<i>Arrived.</i>			<i>Departed.</i>		
	No.	Tons.	Crew No.	No.	Tons.	Crew No.
British Steamers.....	145	124873	6133	147	125796	6383
British Sailing Vessels...	97	32002	1863	72	10988	1774
Total British.....	242	156875	7996	219	136784	8157
Foreign Steamers	643	582521	32624	623	588414	32238
Foreign Sailing Vessels..	71	16295	433	53	6904	226
Total Foreign.....	714	598816	33057	676	595318	32464
Total British and Foreign	956	755691	41053	895	732102	40621

NO. AND TONNAGE OF SEA-GOING VESSELS ENTERED AND CLEARED AT THE PRINCIPAL PORTS OF PROVINCE OF BRITISH COLUMBIA IN 1893.

Ports.	Vessels Entered and Cleared.					
	British.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Comox	4	1,749	36	63,108	40	64,857
Nanaimo.....	110	113,728	982	674,294	1,092	788,022
Vancouver	147	167,826	115	411,275	562	579,101
Victoria	380	157,554	1,190	1,089,978	1,570	1,247,532

COMPARATIVE STATEMENT, SHOWING THE NUMBER OF VESSELS AND NUMBER OF TONS ON THE REGISTRY BOOKS OF BRITISH COLUMBIA, ON THE 31ST DECEMBER, IN EACH YEAR, FROM 1873 TO 1893, BOTH INCLUSIVE.

Year.	Vessels.	Tons.	Year.	Vessels.	Tons.
1873.....	30	4,095	1884.....	116	11,403
1874.....	35	3,611	1885.....	123	11,834
1875.....	40	3,635	1886.....	134	11,900
1876.....	40	3,800	1887.....	149	12,789
1877.....	43	3,479	1888.....	167	14,249
1878.....	51	4,482	1889.....	176	15,241
1879.....	60	4,701	1890.....	196	16,024
1880.....	63	5,049	1891.....	246	19,767
1881.....	74	6,296	1892.....	298	23,148
1882.....	84	7,687	1893.....	313	24,903
1883.....	94	9,046			

STATEMENT SHOWING THE NUMBER OF VESSELS AND NUMBER OF TONS ON
THE REGISTRY BOOKS OF BRITISH COLUMBIA, ON 31st DECEMBER, 1893.

	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Victoria	207	95	15,980	16,756
New Westminster.....	69	57	7,498	6,314
Vancouver	39	31	2,074	1,830
Total.....	315	183	25,552	24,900

REGISTERED SEA-GOING TONNAGE EMPLOYED IN CARRYING CARGO IN AND
OUT OF THE PROVINCE BY FIVE-YEAR PERIODS, WITH YEARLY AVERAGE.

Year.	Total.	Yearly Average.	Per Cent.
1874-78	1,439,817	287,963	.....
1879-83	2,358,835	471,777	+ 63.8
1884-88	4,089,788	817,958	+ 73.4
1889-93	8,927,979	1,785,596	+ 118.3
1893	1,795,612	.....	+ 0.5

REGISTER SEA-GOING TONNAGE, CARRYING CARGO INTO BRITISH COLUMBIA.

Year.	Total.	Yearly Average.	Per Cent.
1874-78	735,936	147,187	.....
1879-83	1,058,566	211,713	+ 43.8
1884-88	1,935,085	387,017	+ 82.8
1889-93	3,928,138	785,628	+ 102.0
1893 .....	.....	705,054	+ 10.2

REGISTERED TONNAGE CARRYING CARGO OUT OF THE PROVINCE.

Year.	Total.	Yearly Average.	Per Cent.
1874-78	703,881	140,776	.....
1879-83	1,300,319	260,064	+ 85.0
1884-88	2,154,703	430,940	+ 65.7
1889-93	4,999,841	999,968	+ 132.0
1893 .....	.....	1,090,538	+ 9.1

CUSTOMS STATISTICS.

Exports from the Province of British Columbia, for the Fiscal Year ending 30th June, 1894.

Port of	The Mine.	The Fisheries.	The Forest.	Animals and their Produce.	Agricultural Produce.	Miscellaneous	TOTAL, 1893.
	\$	\$	\$	\$	\$	\$	\$
Victoria	296,463	2,383,645	43,768	111,392	10,493	148,105	2,993,866
Nanaimo	2,684,902	.....	1,210	2,314	74	2,445	2,690,945
Vancouver	15,581	197,130	346,255	20,106	12,369	46,133	637,574
New Westminster	524,597	960,530	20,390	15,457	387	212	1,521,573
Total	\$3,521,543	\$3,541,305	\$411,623	\$149,269	\$23,323	\$196,895	\$7,843,958

APPENDICES.

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Imports into the Province of British Columbia, for the Fiscal Year ending 30th June, 1894.

PORT OF	TOTAL IMPORTS.			Duty Received.	Chinese.	Minor Revenues.	TOTAL, 1894.
	Dutiable.	Free Goods.	Leaf Tobacco				
	\$	\$	\$	\$	\$	\$	\$
Victoria.....	2,045,988 00	645,765 00	20,607 00	701,339 71	56,796 00	6,428 23	764,563 94
Nanaimo.....	176,668 00	17,564 00	3,556 00	56,668 84	.....	3,825 50	60,494 34
Vancouver	787,074 00	711,863 00	2,189 00	263,253 97	45,970 00	3,267 97	312,491 94
New Westminster	535,631 00	363,090 00	16,530 00	168,150 61	105 50	2,824 90	171,081 01
Total.....	3,545,361 00	1,738,282 00	36,972 00	1,189,413 13	102,871 50	16,346 60	1,308,631 23

Exports the Produce of Canada, from the Province of British Columbia,
for 23 Years ending June 30th, 1894.

Year.	The Mine.	Fisheries.	Forest.	Animals and their Produce.	Agric'l Products.	Miscel- laneous.	Total.
1872	\$1,389,585	\$ 37,707	\$214,377	\$214,700	\$ 142	\$ 1,540	\$1,858,051
1873	1,224,362	43,361	211,026	259,292	2,885	1,197	1,742,123
1874	1,351,145	114,118	260,116	320,625	5,296	443	2,051,743
1875	1,929,294	133,986	292,468	411,810	9,727	....	2,777,285
1876	2,032,139	71,338	273,430	329,027	3,080	68	2,709,082
1877	1,708,848	105,603	287,042	230,893	3,083	1,500	2,346,969
1878	1,759,171	423,840	327,360	257,314	462	....	2,768,147
1879	1,530,812	633,493	273,366	268,671	2,505	57	2,708,848
1880	1,664,626	317,410	258,804	339,218	3,843	100	2,584,001
1881	1,317,079	400,684	172,647	350,474	248	22	2,231,554
1882	1,437,072	976,903	362,875	300,429	946	2,616	3,080,841
1883	1,309,646	1,333,385	407,624	287,394	6,791	443	3,345,263
1884	1,441,052	899,371	458,365	271,796	1,745	1,413	3,100,404
1885	1,759,514	727,672	262,071	414,364	2,324	5,948	3,172,391
1886	1,720,335	643,052	194,482	329,248	1,907	2,811	2,891,811
1887	1,832,827	910,559	235,913	380,126	10,265	1,911	3,371,601
1888	1,880,805	1,164,019	441,957	318,839	27,631	85,826	3,928,077
1889	2,377,052	993,623	449,026	397,685	14,831	102,089	4,334,306
1890	2,375,770	2,374,717	325,881	346,159	9,823	113,271	5,545,621
1891	2,930,229	2,274,686	374,996	294,646	5,016	20,434	6,257,158
1892	2,979,470	2,351,083	425,278	390,854	25,018	31,976	6,574,989
1893	2,898,947	1,501,831	454,994	310,621	30,173	446,231	5,642,797
1894	3,521,543	3,541,305	411,623	149,269	23,323	196,895	7,843,958

Imports into the Province of British Columbia for 23 Years ending
30th June, 1894.

	Value of Total Imports.	GOODS ENTERED FOR HOME CONSUMPTION.			
		Dutiable Goods.	Free Goods.	Total.	Duty Collected.
To 30th June, 1872.....	\$1,790,352	\$1,600,361	\$ 166,707	\$1,767,068	\$342,400 40
From Canada.....	22 215	.....	22,215	22,215	
To 30th June, 1873.....	2 191,011	1,569,112	507,364	2,076,476	302,147 65
From Canada.....	75,604	.....	75,604	75,604	
To 30th June, 1874.....	2,085,560	1,676,792	371,544	2,048,336	316,494 47
From Canada.....	66 104	.....	66,104	66,104	
To 30th June, 1875.....	2,543,552	1 924 482	566,111	2,490,593	413,921 50
From Canada.....	117,054	.....	117,054	117,054	
To 30th June, 1876.....	2 997,597	2 237,072	707,906	2,944,978	488 384 52
From Canada.....	129,735	.....	129,735	129,735	
To 30th June, 1877.....	2,220,968	1 820,391	346,318	2,166,709	403,520 21
From Canada.....	163 142	.....	163 142	163,142	
To 30th June, 1878 ..	2,244,503	1,905,201	367,926	2,273,127	426,125 14
From Canada.....	144,754	.....	144 754	144 754	
To 30th June, 1879.....	2,440,781	1,997 125	320,326	2,317,454	484 704 04
From Canada.....	184,951	.....	184,951	184,951	
To 30th June, 1880.....	1,689,394	1,614,165	122,451	2,457,116	450,175 43
From Canada.....	208,072	.....	208,072	208,072	
To 30th June, 1881.....	2,489 643	2 214,153	242 963	1,736,616	589 403 62
From Canada.....	387,111	.....	387,111	387,111	
To 30th June, 1882.....	2,899,223	2,472 174	404,287	2,875,461	678,104 53
From Canada.....	449,768	.....	449,768	449,768	
To 30th June, 1883	3,937,536	3,331,023	550,833	3,866,856	907,655 54
From Canada.....	624,207	.....	624,207	624,207	
To 30th June, 1884.....	4,142,486	3,337,642	702,693	4,040,335	884,076 21
From Canada.....	789,287	.....	789,287	789,287	
To 30th June, 1885.....	4,089 492	3,458,529	564,923	4,023,452	966,143 64
From Canada.....	927,054	.....	927,054	927,054	
To 30th June, 1886.....	3,953,299	2,951,379	1,060,347	4,011,726	880,226 65
To 30th June, 1887.....	3,547,852	3,065,791	560,348	3,626 239	883 421 53
To 30th June, 1888.....	3,509,951	2,674,941	729,266	3,401,207	861,465 14
To 30th June, 1889.....	3,763,127	2,002,646	807,140	3,809,786	974,675 69
To 30th June, 1890.....	4,379,272	3,357,111	1,030,375	4,287,486	1,075,215 20
To 30th June, 1891.....	5,478,883	4,261,207	1,074,983	5,336,190	1,346,059 42
To 30th June, 1892.....	6,495 589	4,423,414	1,803,005	6,226,419	1,412,878 00
To 30th June, 1893.....	4,934,066	3,662,673	1,255,495	4,918,168	1,367,250 32
To 30th June, 1894	5,320,615	3,582,333	1,738,282	5,336,961	1,308,631 23

Statement Showing the Transactions under the Chinese Immigration Act, to the 30th June, 1893.

Year ending 30th June.	Immigrants.		Total Collections from all sources.	Refunds.	Expense of Collection	Share of Capitation Fee paid to Provinces.
	Exempt.	Paying Fees.				
	No.	No.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1886.....	1	211	11,693 00	450 00	1,629 26	2,525 00
1887.....		124	7,424 50		2,123 81	1,450 00
1888.....		290	15,694 50		2,041 22	3,587 50
1889.....	112	782	40,808 00	250 00	2,104 25	9,600 00
1890.....	97	1,069	56,258 00	300 00	1,634 99	13,250 00
1891.....	12	2,114	107,785 50	300 00	1,760 79	26,275 00
1892.....	6	3,272	166,502 00	550 00	1,980 36	40,662 50
1893.....	14	2,244	113,491 00	2,100 00	2,534 83	27,387 50
Totals....	242	10,106				

The census of 5th April, 1891, gives the total number of Chinese in the Dominion at that date as 9,129, to which add 6,384 arrivals since that date, and deduct 909 outstanding certificates of leave and of registrations for leave that have been issued since then, and there remains a balance of 14,604 as representing the number in the country on the 30th June, 1893, less those who have left without reporting, of which no reliable estimate can be made.

Inland Revenue, Canada, Divisions No. 37 and 38.

Entered for Consumption, July 1st, 1893, to June 30th, 1894.

	No. 37, Victoria, B. C.	No. 38, Vancouver, B. C.
Spirits..... proof gallons.	49,401.75	35,253.01
Malt..... Lbs.	1,430,359	577,910
Manufactured Tobaccos..... "	131,222½	108,078
Raw Leaf..... "	37,289	23,864
Cigars, ex-Warehouse..... No.	283,600	18,900
" ex-Factory..... "	1,332,900	832,350
Malt Liquor..... Gallons.	450,692	228,485
Petroleum..... "	257,599.76	.....
Total Receipts.....	\$146,279.95	\$97,977.98

LAND RETURN.

Return showing Land Transactions for the year ending 31st December, 1892.

RECORDS ISSUED FOR THE DISTRICT OF

	Victoria.	Esquimalt.	Cowichan.	Nanaimo.	Comox.	Coast.	New West- minster.	Vale.	Kamloops.	Osoyoos.	Lillooet.	Kootenay.	Cariboo.	Cassiar.	Total.
Pre-emption Records.....	151	21	22	14	.....	78	134	1	50	204	21	150	43	2	869
Certificates of Improvement.....	32	22	22	8	.....	.....	100	1	25	49	9	7	13	.....	272
" Purchase.....	315	38	38	18	2	68	354	2	7	97	56	26	14	3	1,000
Crown Grants.....	443	1	24	16	1	35	225	3	51	69	41	104	11	4	848
Timber Cutting Licenses.....	8	.....	.....	.....	.....	10	9	.....	.....	4	.....	3	.....	.....	34
" General.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	95
Coal Prospecting Licenses.....	12	.....	.....	.....	.....	.....	.....	.....	1	7	5	.....	.....	.....	25

SUMMARY.

	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892
Pre-emption Records.....	77	200	308	345	311	303	548	496	616	988	869
Certificates of Improvement.....	29	60	77	82	69	72	157	132	169	260	272
" Purchase.....	201	328	604	305	360	351	355	587	829	863	1,000
Crown Grants.....	129	274	406	306	274	320	332	481	573	685	820
Total Acreage Deeded.....	23,629	51,637	146,197	128,811	50,472	73,950	94,278	134,169	99,334	143,455	300,878
Acreage Leased for Timber Cutting.....	.....	35,000	1,947	1,380	23,012	16,805	38,566	55,217	57,716	51,124	112,694
Acreage covered by Coal Prospecting Licenses.....	.....	.....	.....	.....	.....	8,960	99	.....	5,280	31,553	14,593
Letters received.....	1,617	2,463	3,357	3,260	3,485	3,079	3,141	3,326	4,168	5,224	5,321

B. C. Lumber Fleet, 1893.

Flag.	Name.	Tns	Sailed.	From.	For.	Cargo Ft.	Arrived.
Br bark.	Geo. Thompson	1128	Jan. 13...	Westmin'r	Sydney	806038	March 21
Br bark.	Mark Curry	1256	Jan. 4...	Vancouver	Plymouth	923058	May 20
Nor bark.	Fritzo	1078	Jan. 10...	do	Callao	879260	March 3
Am bark.	Colorado	1036	Jan. 19...	Cowichan	Valparaiso f.o	812657	April 27
Br bark.	Highlands	1236	Jan. 26...	Vancouver	Montreal	806663	June 23
Chil bark.	India	953	Jan. 14...	Moodyville	Valparaiso	798782	March 30
Br bktn.	Bittern	399	Jan. 20...	Vancouver	Fremantle, Au	302950	May 16
Ger Ship.	Katharine	1630	Feb. 7...	Moodyville	Iquiqui	1328879	May 6
Br ship.	County of Yarmouth	2154	March 23...	Vancouver	Cork	1628530	July 27
Chil ship.	Hindustan	1542	March 6...	Moodyville	Valparaiso	1196826	July 14
Am bark.	Seminole	1439	March 19...	do	Santa Rosalia	1040913	April
Am ship.	Ivy	1181	April 22...	Vancouver	Wilmington	791914	Aug. 28
Br bark.	Assel	795	March 6...	Moodyville	Antofagasta	631168	June 23
Br ship.	Natuna	1106	April 20...	Vancouver	Port Pirie	964868	Sept. 22
Am bark.	Harry Morse	1313	April 19...	Moodyville	Shanghai	928219	July 18
Haw bark.	John Ena	2600	June 2...	Cowichan	Port Pirie	2380787	Aug. 7
Br bark.	Blairhoyle	1291	June 1...	Vancouver	Sydney	913685	Aug. 16
Br bark.	Mary Low	813	May 24...	do	Pisagua	663000	Aug. 26
Nor bark.	Sigurd	1530	May 21...	do	Port Pirie	1426000	Aug. 31
Chil ship.	Atacama	1235	May 13...	Moodyville	Valparaiso	967364	Aug. 19
Br bark.	Wythop	1248	May 26...	Vancouver	Sydney	1019627	Aug. 15
Br ship.	Gryfe	1069	June 25...	do	Antwerp	786228	Nov. 29
Ger bark.	Heinrich	923	June 7...	do	Holland	577537	Oct. 4
Br bark.	Dochra	966	June 26...	do	Adelaide	740234	Sept. 16
Br ship.	Kinkora	1799	July 29...	do	Callao	1436128	Oct. 29
Am schr.	Carrier Dove	672	Aug. 7...	Cowichan	Adelaide	886980	Oct. 14
Am bark.	Seminole	1439	Aug. 1...	Moodyville	Santa Rosalia	1045008	Aug.
Am schr.	Puritan	584	Aug. 4...	do	Tientsin	725954	Sept.
Am bark.	Sonoma	998	Aug. 16...	Vancouver	Iquiqui	811183	Nov. 26
Br ship.	Gunford	2108	Sept. 6...	do	Port Pirie	1974050	Dec. 8
Am ship.	Wm. H. Starbuck	1272	Sept. 1...	do	London	924554	Jan. 20
Nor bark.	Fortuna	1332	Aug. 23...	do	Port Pirie	1286192	Nov. 17
Br bark.	Gainsborough	985	Sept. 7...	Moodyville	Valparaiso f.o	702153	Dec.
Chil bark.	India	953	Sept. 10...	do	Valparaiso	799297	Dec.
Chil bark.	Elisa	915	Sept. 2...	do	Antofagasta	577204	pr Nov. 30
Am schr.	King Cyrus	667	Sept. 12...	Cowichan	Port Pirie	914716	Nov. 28
Am bktn.	Chas. F. Crocker	813	Sept. 29...	Vancouver	Santa Rosalia	783548	Oct. 25
Am bktn.	Hilo	642	Sept. 28...	Westmin'r	Sydney	688652	Nov. 18
Am schr.	Lyman D. Foster	725	Oct. 14...	Cowichan	Sydney	871305	Jan.
Am bark.	Hesper	664	Oct. 12...	Vancouver	Adelaide	779398	arrived.
Am schr.	Wm. Bowden	728	Oct. 18...	Victoria	Adelaide	861692	arrived.
Br bark.	Elizabeth Graham	598	Oct. 24...	Moodyville	Melbourne	524681	Jan. 6
Am brig.	Geneva	471	Oct. 15...	Vancouver	Sydney	531228	Dec. 19
Am schr.	Aida	507	Oct. 14...	Moodyville	Shanghai	657974	Dec. 14
Am bktn.	Robert Sudden	585	Oct. 23...	Vancouver	Port Pirie	714808	Jan. 23
Am schr.	Salvator	444	Oct. 29...	Westmin'r	Port Pirie	527000	arrived
Am schr.	Louis	820	Nov. 8...	Vancouver	Iquiqui	863445	Jan. 28
Am schr.	John D. Tallant	533	Nov. 19...	Victoria	Sydney	703802	Jan. 21
Nor ship.	Germanic	1269	Dec. 29...	Vancouver	Cork, U.K., f.o	910483	.....
Am schr.	Reporter	333	Nov. 24...	do	Nagaaski	*366294	Feb. 12
Am bark.	Snow & Burgess	1578	Dec. 30...	do	Santa Rosalia	1075000	Jan. 30
Am ship.	Benj. Sewall	1361	Dec. 28...	do	Cork, U.K., f.o	1021624	.....
Am bark.	Colorado	1360	Jan. 1...	do	Shanghai	707000	arrived
Am bark.	Templar	910	Dec. 26...	do	Callao	567001	prior Ap.20
Am schr.	W. H. Talbot	776	Dec. 28...	do	Cape Colony	804183	April 17

* Also 100 spars.

BYE-LAWS

OF THE

BRITISH COLUMBIA BOARD OF TRADE

As Amended to July 7th, 1893.

MEETINGS.

I. The Annual General Meeting of the members of the "British Columbia Board of Trade," shall be held on the first Friday in July, at 3 p.m. The Regular Quarterly General Meetings of the Board shall be held at the same hour on the first Friday of the months of January, April, July and October, each year, and at the time prescribed for the Annual General Meeting. Should the day of meeting, either Annual or Quarterly, fall on a legal holiday, the meeting shall be held the following day.

QUORUM.

II. At any General Meeting fifteen members present in person shall constitute a quorum for the transaction of business. Should a quorum not be formed by 3:30 p.m. on any occasion, the meeting shall stand adjourned for one week. At Council Meetings, five shall form a quorum (including the President, Vice-President, or member elected to act as chairman.)

PLACE OF MEETING.

III. The place of meeting shall be arranged from time to time by the Council, and mentioned in the notices calling each meeting, until such time as a regular place of meeting shall have been determined by the Council.

ORDER OF BUSINESS.

- IV. Reading Minutes of last Meeting.
Reports and Communications.
Elections to fill Vacancies.
Unfinished Business.
Miscellaneous Business.
Nomination and Election of New Members.

AUDIT.

V. At the Regular Quarterly General Meeting held in April of each year, the President shall appoint a committee of three to audit the books and accounts of the Secretary-Treasurer for presentation at the Annual General Meeting.

MOTIONS.

VI. (a) All motions, except those for previous questions, postponement or adjournment, shall be made in writing; and no debate shall be permitted except on a motion regularly moved and seconded; every motion made in writing shall be read by the proposer in his place previous to offering it to the President.

(b) Unless with the consent of two-thirds of the meeting, no subjects shall be introduced for discussion at any General Meeting of which notice has not been given in writing, either at a previous meeting or to the Secretary ten days prior to the holding of such General Meeting, and the subject for discussion shall be stated by the Secretary in his notice of the meeting.

(c) No member shall speak twice on the same subject, except by permission or by way of explanation.

(d) A member may call for a division on any motion, should any doubt exist as to the ruling of the President or chairman of the meeting.

ALTERATION OF BYE-LAWS.

VII. Notice to amend any Bye-Law, or to introduce a new one, shall be made in writing at the Regular Quarterly General Meeting next previous to the one at which it is intended to be considered. Any such notice as aforesaid, must contain in full the wording of the proposed amendment or addition.

ENTRANCE FEE AND SUBSCRIPTIONS.

VIII. (a) After the Annual General Meeting to be held in July, 1891, any person desirous of joining the Board of Trade, shall pay an entrance fee of Thirty Dollars (\$30.00) in addition to his annual subscription.

(b) The annual subscription of members shall be Twelve Dollars, payable by quarterly instalments of Three Dollars, the first instalment thereof payable in advance to the Secretary, at the office of the Council of the Board of Trade.

(c) Managers or Agents of all Incorporated Financial, Commercial or Manufacturing Institutions and Transportation Companies in the Province, who are members in good standing of this Board, and who are desirous of leaving the Province or resigning their respective positions, may by and with the consent of said Board, transfer their certificates of membership to their respective successors in office, which successor on being duly proposed and elected as a member of the Board, shall be entitled while holding such office to all the rights and privileges of its predecessor without the usual fee of \$30.00 for membership.

(d) Members in arrears for three months shall be deemed delinquent, and their names may be posted up in the office of the Board for one month, and the Secre-

tary shall notify them to that effect. After thirty days from the date of such notice and posting, their names shall be liable to be removed from the "Roll of Members."

(e) A list of delinquent members (if any) if called for by any member, shall be read at each Quarterly General Meeting, and their names duly entered on the minutes of said meeting.

(f) The Council, when they deem it desirable, may place on a list of Honorary Membership, persons who are not residents in British Columbia, such Honorary Membership to cease should the parties concerned become permanently settled in the Province. Any person whether resident in or absent from the Province, may, on receiving an unanimous vote at a General Meeting, be elected an Honorary Member.

ARBITRATION.

IX. (1) Before any arbitration can be entered upon, the parties shall execute a bond of submission as provided by Statute.

(2) In case of arbitration, the Arbitrators shall be selected from the "Board of Arbitration," as follows:—Each party shall choose one Arbitrator, and the third Arbitrator shall be drawn by lot from the remainder of said Board by the Secretary of the Board, in the presence of the parties, unless a third shall have been agreed upon or chosen by the Arbitrators within three days after the submission of the parties.

(3) The decision of the majority of the Arbitrators shall be final and binding on both parties.

(4) The fee for each Arbitrator shall be as follows :

(a) For every meeting where the cause is proceeded with, but an enlargement or postponement is made at the request of either party, for each Arbitrator, not less than\$ 5 00
Nor more than 10 00

(b) For each day's sitting to consist of not less than five hours, for each Arbitrator 15 00

(c) For every sitting not extending to five hours (fractional parts of hours being excluded) where the arbitration is actually proceeded with, for each hour occupied in such proceedings, for each Arbitrator, at the rate of 3 00

(d) Preparing forms of submission bond and form of oath (to litigants not being members of the Board) \$5.00 per set, said fee to be applied to the funds of the Board.

(5) If any Arbitrator who has been duly selected in manner aforesaid to act, refuses or neglects to attend such arbitration, he shall be liable to pay to the Secretary of the said Board a fine of \$5.00 for each and every day on which he neglects to attend such arbitration, unless relieved by the Council. All fines inflicted as aforesaid, to form part of the revenue of the Board of Trade.

VOTING AND EX-OFFICIO MEMBERS OF COUNCIL.

X. (1) At all meetings of the Board, no member shall be entitled to vote who has not paid all dues payable by him.

(2) Officers, Council and Arbitration Board shall be elected by ballot.

(3) Past Presidents and Vice-Presidents in office one year and upwards, shall be ex-officio members of the Council until retiring from the Board.

EXPULSION OF MEMBERS.

XI. Wilful violation of the Constitution or Bye-laws, breach of verbal or written contract, or other dishonorable conduct in business on the part of any member, shall, when reported in writing to the Council by any member of the Board, be taken into consideration; and if, after the party charged therewith has had an opportunity of defending himself, the Council shall be of opinion that he is guilty of misconduct, it shall suspend him from membership until the next Quarterly Meeting when the question shall be submitted and dealt with accordingly; or should the Council consider the case one calling for expulsion of the member, it shall pass a resolution to that effect, and submit the question to the next General Meeting of the Board; a vote to expel shall be by ballot, and must be carried by at least two-thirds of all the members present at such meeting. In the event of the expulsion of a member, all fees due by him to the Board shall be recoverable under the Statute. The names of members who may have left the City of Victoria or the Province under dishonorable circumstances, may be removed from the "Roll of Members" by the Council.

STANDING COMMITTEES.

XII. (a) At the first Council Meeting after the passing of this Bye-Law, and thereafter at the first Council Meeting following each annual election, the President or Vice-President shall have power to appoint Standing Committees, who shall consider and report to the Council upon any subjects submitted for their action.

(b) Each Committee shall appoint its own chairman, and shall notify the Secretary of the Board accordingly, and such notification shall be entered upon the records and read to the Board at its next regular meeting.

(c) The Standing Committees shall be as follows:

Fisheries.....	to consist of five.
Manufactures	" five
Harbors and Navigation.....	" five.
Public Works and Railways	" five.
Finance	" three.
Mining and Property.....	" three.
Agriculture and Forestry	" three.

SCALE OF COMMERCIAL CHARGES

ADOPTED BY THE

BRITISH COLUMBIA BOARD OF TRADE.

JULY, 1891.

Whenever no special agreement exists, the following shall be collectable :

1. On the purchase of stocks, bonds and all kinds of securities, including the drawing of bills for payment of the same..... $2\frac{1}{2}$ per cent.
2. On sale of stocks, bonds and all kinds of securities, including remittances in bills and guarantee..... $2\frac{1}{2}$ "
3. On purchase and sale of specie, gold dust and bullion.....1 "
4. On sale and bills of exchange with endorsement..... $3\frac{1}{2}$ "
5. On sale of bills of exchange without endorsement.....1 "
6. For endorsing bills of exchange when desired..... $2\frac{1}{2}$ "
7. On sale of produce, etc., from California, Oregon, Washington State, Sandwich Island Ports, and other Pacific Coast Ports, with guarantee..... $7\frac{1}{2}$ "
8. On sale of merchandise from other Ports, with guarantee.....10 "
9. On goods received on consignment and afterwards withdrawn..... $3\frac{1}{2}$ "
10. On purchase and shipment of merchandise, with funds on hand, on cost and charges.....5 "
11. On purchase and shipment of merchandise, without funds, on cost and charges..... $7\frac{1}{2}$ "
12. For collecting and remitting delayed or litigated accounts.....10 "
13. For collecting freight by vessels from foreign ports, on amount collected.....5 "
14. For collecting general claims.....5 "
15. For collecting general average, on the first \$20,000, or any smaller amount.....5 "
16. For collecting general average, on any excess over \$20,000..... $2\frac{1}{2}$ "
17. On purchase and sale of vessels.....5 "
18. For "Port Agency" to vessels with cargo or passengers from foreign ports, as under :
 - On vessels under 200 tons register.....\$ 50 00
 - " of 200 to 300 tons register..... 100 00
 - " of 300 to 500 "..... 150 00
 - " over 500 tons..... 200 00
19. For disbursements of vessels by consignees with funds on hand..... $2\frac{1}{2}$ "

- | | | |
|---|----|--|
| 20. For disbursements of vessels by consignees without funds on hand..... | 5 | per cent. |
| 21. For procuring freight or passengers | 5 | " |
| 22. For chartering vessels, on amount of freight, actual or estimated, to be considered as due when the "charter parties," or memorandum of their conditions, etc., are signed..... | 5 | " |
| 23. On giving bonds for vessels under attachment in litigated cases, on amount of the liability | 2½ | " |
| 24. For landing and re-shipping goods from vessels in distress on invoice value, or in its absence on market value..... | 5 | " |
| 25. For receiving and forwarding goods on invoice amount..... | 2½ | " |
| 26. For advancing on freight to be earned..... | 5 | " |
| 27. For effecting marine insurance on the amount insured..... | ½ | " |
| 28. The foregoing commissions to be exclusive of brokerage, and every charge actually incurred. | | |
| 29. Vessels to pay clerk hire and the labor on wharf, sorting and delivering cargo. | | |
| 30. The receipt of Bills of Lading to be considered equivalent to receipt of goods. | | |
| 31. Guarantee or security for contracts or liabilities..... | 5 | " |
| 32. Acting as Trustee on assignments..... | 5 | " |
| 33. On investments made on mortgage or otherwise ... | 1 | " |
| N. B.—Auctioneers' commission and brokerage to be charged when incurred. | | |
| 34. Land agents for commission on sale and purchase of real estate..... | 5 | per cent. |
| 35. Interest on advances for duty, freight and lighterage, and on accounts current, per annum ... | 1 | per cent. over current bank overdraft rates. |

RATES ON STORAGE OF MERCHANDISE.

STORAGE PER MONTH.

On measurement goods 50 cents per ton of forty cubic feet (40 c. ft.) On heavy goods 50 cents per ton of 2240 lbs. Or in either case the amount actually paid if more. The consignee to have the option of charging by measurement or weight. Any fraction of a month to be charged as a month.

REGULATIONS.

(a) Concerning the delivery of merchandise, payment of freight, etc.: When no express stipulation exists per bill of lading, goods are to be considered as deliverable on shore.

(b) Freight on all goods to be paid, or secured to the satisfaction of the captain or consignee of the vessel, prior to the delivery of the goods.

(c) After delivery to the purchaser of goods sold, no claims for damage, deficiency, or other cause, shall be admissible after goods sold and delivered have once left the city.

(d) When foreign bills of lading expressly stipulate that the freight shall be paid in a specific coin, then the same must be procured if required, or its equivalent given, the rate to be determined by the current value at the time at the banks.

WHARVES.

(1) The proprietor or occupant of the adjoining property may "overlap" by using the outer berth, or may use the inner berth if not required.

(2) Not more than two vessels shall be allowed to lie abreast of any wharf at the same time, unless they can do so without occupying a greater depth (or space) than 60 feet from the water front.

The foregoing Bye-Laws, Rules and Regulations, were submitted to the members present at the Annual General Meeting of the British Columbia Board of Trade, held July 3rd, 1891.

Approved, July 15th, 1894.

PORT CHARGES.

PORTS OF ESQUIMALT AND VICTORIA, BRITISH COLUMBIA.

Vessels bound to other Ports, and coming to an anchor in Royal Roads, the Pilotage is free, except the services of a Pilot are employed, when Pilotage to the following graduated scale shall be payable :

Inside or North of Race Rocks to Royal Bay.....	\$0 75 per foot
Beachy Head to Royal Bay.....	1 50 "
Pillar Point to Royal Bay.....	3 00 "
Cape Flattery to Royal Bay.....	6 00 "

For Vessels entering into or clearing from undermentioned Ports, the rates shall be as follows :

Victoria and Esquimalt Harbors (under sail).....	\$3 00 per foot
" " " (under steam or in tow).....	2 00 "
" " " (steamers).....	1 50 "

• Half of said rates when vessel is spoken to and services declined.

\$10.00 for removal in either harbor.

Foreign Tugs pay half pilotage outwards, whether spoken or not.

Vessels proceeding from Victoria to Esquimalt, and vice-versa, and having discharged or received a portion of their cargo in either harbor, if proceeding with the assistance of steam, shall pay \$1.50 per foot.

Towage from Royal Roads or Esquimalt to Victoria Harbor, from \$50.00 to \$75.00.

Vessels registered in Canada of not more than 120 tons register tonnage are now free.

Regular line ocean steamers, using the outer wharf of Victoria Harbor only, have a special round trip rate as follows :

On the inward voyage.....	\$1 00 per foot.
“ outward “	0 50 “

So that the maximum pilotage of the Empresses, Australian and San Francisco Steamers is now reduced from \$4.50 to \$3.00 per foot as an aggregate.

Towage from Victoria, Esquimalt Harbor, or Royal Roads, to Sea, outside Cape Flattery, from \$100 to \$150.

Towage from Victoria and Esquimalt Harbor, or Royal Roads, to Burrard Inlet or Nanaimo and back :

For Vessels 400 tons and up to 500 tons	\$350 00
“ 500 “ 500 “	400 00
“ 600 “ 700 “	425 00
“ 700 “ 800 “	450 00
“ 800 “ 900 “	475 00
“ 900 “ 1000 “	525 00
“ 1000 “ 1100 “	550 00
“ 1100 “ 1200 “	575 00
Over 1200 tons.....	600 00

SIGNALS.

One Whistle, Trim Yards.
Two “ Set Fore and Aft Sails.
Three “ Square Sails.
Four “ Let go Hawser.
Ships to supply their own Hawser.

BALLAST—(Shingle)—From \$1.00 to \$1.25 per ton.

FRESH WATER (at Esquimalt)—60 cents per 1,000 gallons.
“ (at Victoria) “ “ “

WHARFAGE FREE.

HOSPITAL DUES—Two cents per ton register. Sick Mariners are provided with medical attendance and board free of charge, at the Government Marine Hospital, Victoria.

STEVEDORE CHARGES—For stowing Salmon, 50 cents per ton weight of 2,240 lbs. For stowing Lumber, from \$1.15 to \$1.50 per thousand feet. For discharging general cargo, 50 cents per ton of 2,240 lbs.

Ballast to be discharged in not less than 20 fathoms of water. This applies also to the harbors of Nanaimo and Burrard Inlet, B. C.

NANAIMO PILOT GROUND.

The limits for speaking vessels bound for Nanaimo shall be at or outside a line drawn from Schooner Point, Gabriola Island, to Lighthouse Island, and from Lighthouse Island to Horsewell Bluff, Vancouver Island.

Vessels entering by way of Dodd's Narrows (it not being a ship channel) will be charged half pilotage whether spoken or not, if the pilot boat be on the cruising ground.

DUES.

The rates of pilotage both inward and outward shall be as follows :

- (a) For all vessels, irrespective of draught, \$3 per foot.
- (b) For all vessels in tow of a steamer, \$2 per foot.
- (c) For all steam vessels, other than foreign tugs or tug-boats or steamers employed as such, whose master or mate has not a pilot's license, one-third ($\frac{1}{3}$) less than the above rates if a pilot be employed.

Any fraction of a foot not exceeding six (6) inches shall be paid for as half a foot, and any fraction of a foot exceeding six inches shall be paid for as one foot.

Vessels spoken by a duly licensed pilot shall pay the sum of One Dollar (\$1) per foot if his services be declined.

The Pilotage Authority may remit pilotage dues to steamers carrying Her Majesty's mails between San Francisco and the Province of British Columbia, in whole or in part as to them may appear fit, provided such steamers call at the port of Nanaimo for the purpose of coaling.

Gulf of Georgia and Straits Navigation: The pilotage rates for vessels bound between Nanaimo and Royal Roads, either way, shall be Ten Dollars (\$10) per day or fraction of a day of twenty-four hours, if assisted by steam, in addition to port pilotage; but for vessels similarly bound, under canvas, the rate shall be Four Dollars (\$4) per foot inclusive of port pilotage.

Any vessel arriving at Nanaimo or Departure Bay without being spoken inwards by a pilot shall not be exempt from outward pilotage; and the first pilot offering his services and being refused employment shall be entitled to demand and receive the legal pilotage dues, except on the written complaint of the master, owner or agent of said vessel the Pilotage Authority shall direct otherwise.

CODE OF SIGNALS BY DAY OR NIGHT.

THE TUG.

One short whistle.....	Going Slow
Two short whistles.....	Port
Three short whistles.....	Starboard

Arms extended.....	Go slow, shortening towrope and stand by and let go
One arm to port	Port
One arm to starboard	Starboard

Two lamps exhibited from fore-castle, bell rung rapidly.....	} Go slow, shorten and stand by to let go.
One bright light over red light.....	
One bright light over green light.....	Port
	Starboard

The ports of the Pilotage District of Yale and New Westminster shall be as follows :—

Port of Yale and the several landings on the Fraser River.

(2.) The limit of the Port of New Westminster shall be inside a line drawn between the outer buoys and north and south sand heads, at entrance of Fraser River.

For vessels entering or clearing from the Port of Vancouver the rates of pilotage shall be as follows :—

Vessels under sail.....	\$4 00	per foot.
Vessels in tow of a steamer.....	2 00	"
Vessels under steam.....	1 50	"

The pilotage from Cape Flattery or Royal Roads to a line drawn from Point Atkinson to the red buoy on Spanish Bank and *vice versa* is not compulsory, but if the services of a pilot are required he shall be paid the following rates, viz:—

From Cape Flattery.....	\$6 00	per foot.
From Callum Bay.....	5 00	"
From Beachy Head.....	4 00	"
From Race Rocks or Royal Roads.....	3 00	"

And for vessels under steam or in tow of a steamer the following rates shall be paid :—

From Cape Flattery	\$3 00	per foot.
From Callum Bay	2 50	"
From Beachy Head.....	2 00	"

From Race Rocks or Royal Roads, vessels under steam.....	\$1 00 per foot.
From Race Rocks or Royal Roads, vessels in tow of a steamer.....	1 50 "

NEW WESTMINSTER.

From the lighthouse on Fraser sand heads to New Westminster :—

For vessels under sail.....	\$4 00 per foot.
For vessels in tow of a steamer.....	2 00 "
For vessels under steam.....	1 50 "

From the lighthouse to Cape Flattery or Royal Roads and *vice versa* the pilotage is not compulsory, but if the services of a pilot are required he shall be paid the following rates :—

For vessels under sail—

From Cape Flattery.....	\$6 00 per foot.
From Callum Bay.....	5 00 "
From Beachy Head.....	4 00 "
From Race Rocks or Royal Roads.....	3 00 "

For vessels under steam or in tow of a steamer the following rates shall be paid :—

From Cape Flattery.....	\$3 00 per foot.
From Callum Bay.....	2 50 "
From Beachy Head.....	2 00 "
From Race Rocks or Royal Roads, vessels under steam.....	1 00 "
From Race Rocks or Royal Roads, vessels in tow of steamer.....	1 50 "

Any fraction of a foot not exceeding six inches shall be paid for as half a foot, and any fraction of a foot exceeding six inches shall be paid for as a foot.

ESQUIMALT GRAVING DOCK.

1. Length of Dock on blocks..... 430 feet, can be made 480 feet.
2. Width of Gates..... 65 feet.
3. Depth of Water, varying from 27 ft. to 29 ft. 6 inches at springs, according to season of year.

SCALE OF CHARGES FOR USE OF DOCK.

The use of the Dock will be subject to the following tariff, viz :

Gross Tonnage of Vessel TONS.	For the first day of docking.	For each follow- ing day including the undocking day. PER TON.
For all vessels up to 1000.....	\$400 00	10 cents
From 1000 to 2000.....	500 00	8 cents
“ 2000 to 3000.....	600 00	6 cents
“ 3000 to 6000.....	700 00	5 cents

All fractional parts of 50 tons to be counted and paid for as 50 tons. Cargoes to be charged at the same rates as tonnage, and no charge for ballast. Each day to be counted from 7 a.m. to 7 a.m., and each fractional part of a day will be charged as one day.

No reduction will be allowed for Sundays and holidays.

N. B.—No vessel will be admitted into the Dock until she has been duly entered in accordance with rule and regulation No. 1, on the entry books in the Dock Master's Office, nor until after the sum of two hundred dollars (\$200.00) shall have been paid to the Dock Master as an entrance fee.

ESQUIMALT MARINE RAILWAY.

For scale of charges for the use of the Esquimalt Marine Railway, apply to W. F. Bullen, Managing Director, Victoria, B. C.

